

Trail Rider

MAGAZINE

December 1999 \$2.95

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On the cover: Wearing the number one plate for the last time this year, Mike Lafferty shows us how to not be afraid of logs while getting warmed up for the Delaware National Enduro. We're going to predict right now that he's going to come back next year and grab that number one plate once again. You wait and see...

December 1999
Volume 29 Number 12

Paul Clipper
Bossman

Mark Uth
Technical Editor

Charlie Williams
National Affairs Editor

Cheri Alix
Mark Baer
Mike Bernier
Denise Bernier
Jay Chittenden
Ed Hertfelder
Joe McLaughlin
Contributors

Editorial and
Subscription Address
P.O. Box 2038
Medford Lakes, NJ 08055
(609)953-2922
Fax (609)953-7223

Internet Address
www.trailrider.com
E-Mail Address
trmagazine@prodigy.net

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The advertising deadline
for the February 2000 issue
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COMPETITION

- 12 ECEA Enduros**
Scrub Pine
- 20 SETRA Enduros**
Little Brown Jug and Long Cane
- 26 NETRA Hare Scrambles**
Hard Knox and Woodsocross
- 32 Michigan Enduros**
Three rides from way up north
- 36 ECEA Hare Scrambles**
Tri-County

FEATURES

- 16 KTM Weekend**
Year 200 machines
- 24 Traxx Riding Park**
A new place to scoot in Eastern PA

MACHINES

- 35 Best Bike Ever?**
Musings on the XR250
- 38 The WEE/XC**
Mini enduro machine

DEPARTMENTS

- 6 Last Over**
Household Hints
- 8 Local News**
- 10 Riding with Mike**
Questions and Answers
- 42 TR Toolbox**
Motorcycle Maintenance 101
- 44 Cycle Surgeon**
Creatine
- 46 Yankee Trader**
- 50 Hertfelder**
More Dual Sport



Warning: Like Ed Hertfelder has said on occasion, trail riding; like football, soccer, trying to move a large cat from her favorite chair and teasing small dogs with the last bite of a hot dog might mean you'll be tasting salty blood before sunset. You cannot dispute the apparent danger, so minimize it with all the protective gear you can find. If you bundle up until you look and feel like Mr. Bibb, the Michelin Man, at least you're lowering your potential of wrecking your chances at reproduction, among other things. So wrap yourself with all the protective gear you can find, and thank Ed for this guest disclaimer the next time you see him.

Answers to Queries

Subscriptions: Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$30 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

Renewals: If you like Trail Rider, and plan to renew, it would be really helpful if you looked at the label on your magazine and checked the expiration date. When you start getting close to expiring (the magazine, not you), send in a check along with the order blank from an issue, or just your name, address, and sub number (above your name on the label), and tell us that you want to renew. This way we can avoid sending out a renewal notice, which will save us money we can then spend on food. If you drag your feet and forget to renew until you stop getting issues, there's no way we can "start you with the last issue" you missed. We have to start you with the next scheduled mailing, and you'll have to buy the missed issues as back issues, if we have any left. We mail out the magazine every month like clockwork, on or about the 17th, so renew as early in the month as possible in order to not miss it.

Back Issues: A limited number of back issues are available. Write us and let us know the month and year, and send \$2 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines, if you tell them to, but they don't do it in a hurry.

Newstand Sales: You won't find Trail Rider in any convenience stores. You can get Trail Rider in some motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

Advertising: Retail advertisers are strongly encouraged to get in touch with us if you want to advertise in the Northeastern market, because we've got a dedicated, faithful readership of about 8,000 hardy souls, and the number is growing steadily every month. Besides that we like to eat, as we explained above. Advertising is what keeps this rag alive, and we appreciate your business.

Contributors: We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

Yankee Trader: Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thank!

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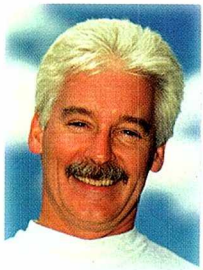
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Last Over

by Paul Clipper

Household Hints

I sat down to write something insightful, educational or maybe just surprisingly funny here, but today is not the day. My head is cluttered up with details. Instead of ribald entertainment, and in lieu of digging through the archives for something printed once years ago, I am going to endeavor to set down in writing all the things occupying my mind at this moment. You may want to skip past this page if you have a low threshold of boredom.

First thing, I have to say I've finally hit on the answer to a problem that has been deviling me for years. Earlier this past summer I bought a new van—well, it's not new, it's 10 years old, but it was new to me. As the proud new owner of this giant V8 rig, I was pampering and preening over it, and marveling at how dry the interior was. Reason being, I had a Ford van before this one that never seemed to be dry inside. It must have had a number of weatherstripping issues to deal with, because the carpeting was always somewhat damp. With a van that's a nasty situation, because you always have to leave the windows open or it smells like a locker room, and with this new Dodge I was thrilled that it didn't seem to leak in the rain.

But of course, what did I do but left both of the front windows all the way down on a night that a big thunderstorm blew through. Not all the carpeting was soaked, but a fair amount of it got good and wet, and even three weeks later you could still feel it, and smell it. What to do? Pull out all the carpeting and padding and re-do it? It needs new carpeting, but I'm not financially secure enough at this time to pay for something so frivolous. No, the carpet and padding would have to be pulled out, dried and put back in, which is a royal pain on its own.

And then I hit on the solution, and I must say it's a marvel of lazy-man's technology. Every house on the East Coast has a dehumidifier in the basement. I don't care who you are, unless you have full-on central air and a completely weathertight house you're going to own one of these heavy little brown boxes that run like an air conditioner in reverse. They do a marvelous job of sucking moisture out of the air and making your basement smell better, and I tripped over mine and thought "Eureka!" Actually, that was the vacuum cleaner; but I grabbed the dehumidifier, wrenched my back out of joint, stumbled up the basement steps and dropped the brown box in the back of my van.

I plugged it in, this was almost 11 o'clock at night, and let it run full blast overnight. By eight o'clock in the morning it had a quart of fine distilled van water in it for me to dump, and by the end of another day it was like the Sahara desert in there. I think that's a good tip: if your van or truck is damp and musty inside, jam the dehumidifier in there and let it do its thing. Hey, you know, if your damp riding gear is in there it'll dry that, too. You

may never have to do laundry again!

The next thing that's bothering me is hydraulic systems. I had to help someone change a front brake hose the other day, and I swear I must have forgotten all the basics. We put that thing on and bled it, and bled it, and bled it until our fingers were bleeding. The trouble with this is you've got a master cylinder that squirts a very tiny little stream of fluid trying to fill this huge hose, and at

squirts out. If you do all this right, and luck is on your side, you can change a brake hose in five minutes, easy.

I don't know much of anything about plastic. I do know that a plastic bottle that stains is absorbing something in the liquid it's been holding. We all use a lot of drink systems—Camelbaks and the like—and I get kind of leery when I see a Camelbak bladder all stained brown. If you've ever

Warning: Contents of this page include cleaning and fixing things. You may want to skip past this page if you have a low threshold of boredom.

the same time it's trying to boss over any air pockets in there—and the hose starts out as one big air pocket.

Here's the way to do it. Before you pull your old brake system apart, try to fill the caliper with fluid by pumping the pistons out as far as you can. You might have to block over the hole in the hose to do it. Maybe you ripped the old hose completely off. In either case let's just hope there's enough fluid left in the caliper to try this. Take the old hose off the caliper and master cylinder and throw it away, and then take the new hose and attach it to the caliper only. With all the sealing washers and all in place, pull the brake pads and then carefully push the caliper pistons in. As you do this, the fluid remaining in the caliper will travel up the hose and, if there's enough, will squirt out the end of the hose. Do it slowly and you can see all the air bubbles and whatever else is in there working its way out. When it looks like solid fluid coming out, attach the end of the hose to the master cylinder and fill the master cylinder reservoir with fluid.

Pump the master cylinder and see if you can get the caliper pistons to move out. Hopefully they will, and you want to pump them out a fair amount, and then push them back in again. The rush of fluid once again from pushing the pistons back in will gush back out of the master cylinder and hopefully not get all over the garage. Now what you want to do is remove the caliper from the bike, run the hose out as straight as you can with the bleeder nipple up, and "bleed" the caliper, with a set of pads in it or something fat for the pistons to grab hold of. If you're lucky, this won't even be necessary and no air will come out of the caliper, and you'll be done.

Just remember that the amount of fluid behind the caliper pistons is a ton more useful when bleeding than the little bit the master cylinder

drunk from a dirty drink system you know by experience that it can cause all sorts of nasty internal problems, usually resulting in the noble dirt bike rider retching by the side of the trail. You've got to keep those things clean. I know the dreaded backpackers use special kinds of plastic bottles that are impervious to whatever's in them, and these bottles are clear like a two-liter soda bottle. The other kinds of bottles, I don't know, polyethylene or whatever, are milky in appearance.

I've been using one of Scott Summers' Vital Drink Systems, and the bladder for the Vital is made out of a kind of plastic that is crystal-clear, and no matter how long I leave water in it it doesn't seem to turn brown or stain. This to me seems to say that it isn't absorbing anything noxious, and I like that.

In order to clean any of these things, especially if it's been sitting for a while, here's what you want to do. Fill the offending bladder with warm water, and then pour in about a tablespoon of common household bleach. The bleach will kill all the nasties and you won't get sick from it any more. Put the cap on, squish it all around, and then pinch the bite valve and get the bleach-water to run down the hose completely. Let the whole rig sit for a few minutes and then dump it and rinse it out a couple of times. You want to get all the bleach out, but a trace of it isn't any worse than what they put in tap water.

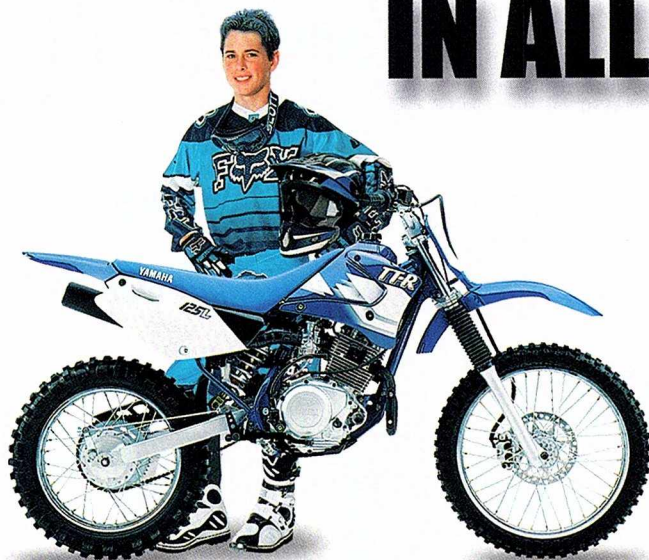
If your drink system's hose is all gnarly with crud, you can also buy cleaning kits with a long skinny brush that will clean out the hose. I had one of these kits from somewhere but I lost it; you can get them from any good mountain bike shop, and possibly even your motorcycle dealer.

All right, that's enough rambling. Have a great Christmas holiday, and try to get another ride in before it gets too cold! ▲

LET'S FACE IT.



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C'mon, admit it. You live for weekends. Time for playing in the dirt with Mom and Dad. And roosting your little brother when he tries to beat you back to camp. Maybe you even catch yourself dreaming of standing atop a podium one day, beaming ear-to-ear and hoisting your trophy high. Sort of like six-time 250 Supercross champ Jeremy McGrath. OK, so maybe you don't ride at quite the same level as Supermac, but then

nobody ever said you couldn't have a whole lot of fun trying. And with this five-pack of feisty thumpers, fun for the entire family is exactly what you get. From the electric-start TT-R250 and 225 to the all-new 125L, 125 and 90, there's a performance-packed machine for everyone, boasting YZ styling, torquey four-stroke powerplants and long-travel suspension. Ready to try one of these on for size? Good. Then let the heroic deeds begin.



TT-R125 and TT-R125L available March 2000. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long pants, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For more information regarding the MSF Rider Course, call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous.
©1999 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630) For the Yamaha dealer nearest you call: 1-800-88-YAMAHA. • www.yamaha-motor.com

Lower Price

Less money for motorcycles is always a good deal, and Yamaha recently announced that the manufacturer's suggested retail price on the 1999 TT-R225 has been dropped \$300, putting it to \$2999 not including tax, title and delivery. Now, you might not be wanting a TT-R225 to race hare scrambles with, but it's a great spouse bike or big kid's bike, and it's even a good trail bike for someone who's not too demanding. And you know, if you're the person spending the money on someone else's bike, that's \$300 more you can spend on you.

New Addition

We received a note in the mail that Bettencourt's Honda is expanding. Not the building, but the family. Owners David and Patricia Bettencourt are the proud new parents of Robert Richard Bettencourt, born October 12, 1999, with a dry weight of eight pounds, seven ounces. Little Robert is named after his grandfathers, Robert "Bob" Osowski and the late Richard "Dick" Bettencourt. Congratulations to them!



New Huskys

Husqvarna USA announced this fall its new line of off-road machines for 2000, and by all appearances Husky is getting aggressive. They seem to be filling out their line a few models more every year, and now they're offering machines from entry level all the way up. New this year is a CR50 Mini machines, a simplified, more entry-level version of their CR50J Junior and CR50S Senior competition minibikes. There is also a new TE610E Dual-Sport, an electric-start four-stroke with all the fine features of the competition thumpers in a street legal package. The 610 is also available in a new "Supermotard" configuration, a full street bike that

can be leaned at "angles even lawyers can't figure out!" according to the press release. The new bikes are joined by the CR125 and 250, and the WR125, 250, and 360 two strokes, and the TC610 four-stroke MXer, and

the TE410 and 610 enduro thumpers. Many new improvements are noted to the line, and we'll have more pictures of them in an upcoming issue of TR.

Blessed Nuptials

Proving once again that we will often print anything that comes in the back door, we offer here a picture of Tommy Norton, Cheri Alix, and Tim Dinger posing with Russell Bain and his new wife Nina during the celebra-

tion of the blessed event. According to the accompanying press release, Tom, Cheri and Tim were all able to dress themselves for \$60 total, and it's significant to note that NETRA hare scrambler Russell and Nina (pronounced "nine-ah") were hitched on 9/9/99 after a very long and drawn-out courtship. Russell and Nina are the two somewhat normally dressed people in the middle of the photo.

Get Healthy

We've got a new advertiser here at TR that we think you ought to know about. St. Mary Longevity, with a little ad in the Yankee Trader section, is a major distributor of Virgin Earth



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mineral supplements. If you've done any research on nutrition, you might have come across the writings of Dr. Joel Wallach, who

bases his nutritional beliefs on the supposition that our farming soils are depleted to the point that all our vegetables and fruits are lacking in minerals. His lectures and writing makes sense to us; you can't expect to fertilize farm soils artificially and get much more out of what you grow than what you put in the dirt. Based on his research, Dr. Wallach started the company American Longevity and started producing a line of liquid mineral and vitamin supplements (liquid supplements are the easiest things for your body to process). There's a tape of one of Dr. Wallach's lectures available, called Dead Doctors Don't Lie, and a book by the same name, and both are worth listening to or reading if you're really concerned about nutrition, which you should be if you ride/race/train a lot. Hey, we've been using his products for a while now, and all we know is it makes us feel better. It'll do the same for you. Find out about it by calling Angela at St. Mary Longevity at (888)395-7302.

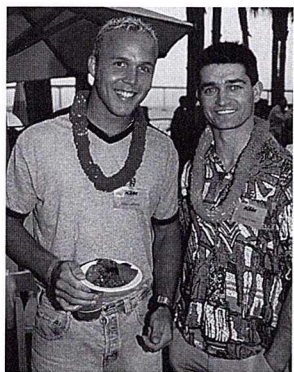
Whatever It Takes

Okay, so you go to the enduro, and at tech inspection you

find out your lights have to work. You know the bulb's not burned out; you also know none of the wires are hooked up. What to do, in a hurry? Believe it or not, the rig illustrated above actually got us through tech inspection at a certain ECEA enduro we won't name. Hey, a light is a light; and this is certainly a light. Don't sit too far back on the seat.

Seen At The Bar

At KTM's recent dealer meeting, which you'll read about in this issue, we came across these two party animals during a poolside bash. The guy with the white hair is Mike Lafferty,



and on his left is Shane Watts. According to what we hear, next year Wattsy is going to go after the GNCC series on a KTM, and Lafferty is planning to take back the National Enduro title. We predict they're both going to be hell on wheels. Wattsy has his knee all fixed,

seems to be able to win hare scrambles wherever and whenever he wants, and Junior seems to have shaken off the demons that plagued him in early '99, with wins at the last four AMA national enduros, and podium finishes at the last two GNCCs. Watch out for them in 2000.

A Few Good Riders

Meteor Motorcycle Club sent us a fax the other day (no, actually today) telling us about their dual sport



By The People

President Clinton in October revealed a plan to shut down millions of acres of national forest lands. According to the AMA, the president is moving towards a level of restrictions on these lands that would be equivalent to a "wilderness" or "wild lands." Motorized recreation wasn't specifically mentioned as a restricted activity, but past experience should tell us at least one direction where the fickle finger is pointing. According to Eric Lundquist of the American Motorcyclist Association, "These lands include the vast majority of motorized-recreation trails nationwide. Most of these trails have already been subject to review and analysis, and have been determined to be appropriate uses." In all, 55 million acres of public land are threatened, an area equal in size to the state of Utah.

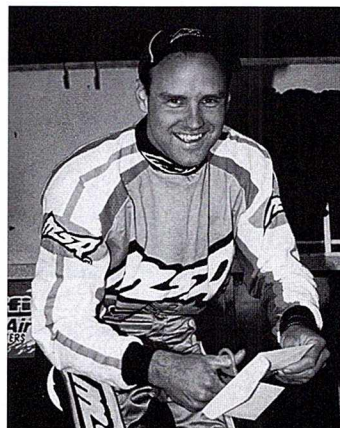
How quickly one could react to prevent such a thing is questionable, since the plan would be imposed in the form of an executive order, and could be put into effect overnight. Being that Trail Rider winds up written at least a month in advance, this may already be history, but at this point in time the AMA is working to block it by lobbying U.S. representative and senators. Individuals with e-mail capability are urged to do what they can by sending a message to president@whitehouse.gov voicing their opposition to any more restriction of recreational use of public lands. Do it if you can, and we'll let you know how it turns out.

ride this month, the USMC Dual Sport Challenge. Meteor has teamed up with the Marines, and according to their flyer they are looking for A Few Good Riders to help provide toys for tots this Christmas. It's a little late notice, but make it if you can: The ride starts at Historic Batsto Village on Route 542 in South Jersey, on November 28. Admission is \$20 plus a new, wrapped toy. The ride follows the Batsto river out of there, and then visits other historic places in the Pine Barrens. The first loop is 40 miles

plus and additional 20 mile loop for anyone with a big tank, and then a second 40 mile loop. The rider's meeting is at 9:00, and all riders have to be on their way by 10:30. For more information, call (856)262-0006, but come on out and help make a happy Christmas for some unfortunate kids, and help out Project Hope and the Deborah Heart and Lung Association.

Atkinson Wraps ECEA

Matto Cycle KTM rider Bill Atkinson is the unofficial but certain winner of the East Coast Enduro Association enduro championship for 1999. Atkinson wrapped it up with a strong series of finishes over the course of the 20 event series. According to our notes, Atkinson had five overall wins during the year, racing against his main competition Jack Lafferty Jr. (3 wins) and defending champion Fred Hoess (4 wins). The official announcement of his win will come at the annual ECEA awards banquet, on February 5, 2000. In the mean time, we'll offer an unofficial "congratulations!"



2000 AMA National Enduro Series

February 13, 2000

Salinas Ramblers M.C., P.O. Box 541
Salinas, CA 93902-0541, (831) 484-0964
LOCATION: Coalinga, CA

February 27, 2000

Arizona Trail Riders, 5244 E Forest Pleasant
Cave Creek, AZ 85331, (602) 766-1750
LOCATION: Lake Pleasant, AZ

March 19, 2000

Cherokee Cycle Club, 1031 Latham Court
Watkinsville, GA 30677, (706) 769-9740
LOCATION: Greensboro, GA

April 9, 2000

Tri-County Sportsmen, P.O. Box 146
Port Elizabeth, NJ 08348, (609) 785-2754
LOCATION: Belleplain, NJ

May 27-28, 2000

Enduro Riders Assn, 3621 Dempsey Rd

Westerville, OH 43081, (614) 891-1369

LOCATION: McArthur, OH

June 3-4, 2000

Boise Ridge Riders, 3602 Chinden Blvd
Boise, ID 83714, (208)384-5141
LOCATION: Idaho City, ID

June 11, 2000

Appalachian Dirt Riders, 35520 Lakeview Rd
Hamden, OH 45634-0502, (740) 384-6379
LOCATION: Wellston, OH

June 25, 2000

Rhody Rovers, 1581 Ten Rod Rd.
Exeter, RI 02822, (401) 397-3076
LOCATION: W Greenwich, RI

September 17, 2000

Stumpjumper Motorcycle Club, 9571 Griffith
Eaton Rapids, MI 48827, (517) 393-6477
LOCATION: Wolverine, MI

2000 AMA National Hare Scrambles

February 6, 2000

P & J Promotions, PO Box 10427
San Jose, CA 95157, (408) 249-4336
LOCATION: Hollister, CA

February 20, 2000

2 + 2 Racing Team Inc., 327 North P St.
Livermore, CA 94550, (925) 455-9353
LOCATION: Wilseyville, CA

April 16, 2000

Racer Productions, 166 Harner Run
Morgantown, WV 26508, (304) 284-0084
LOCATION: Hurricane Mills, TN

May 7, 2000

Reading Off Road Riders, 244 Summer Hill
Schuylkill Haven, PA 17972, (570) 754-3310
LOCATION: Good Springs, PA

July 16, 2000

Midwest Motosport, RR 1 Box 210
Kahoka, MO 63445, (660) 727-3301
LOCATION: Kahoka, MO

September 10, 2000

Russell Racing, 166 Harner Run
Morgantown, WV 26508, (304) 284-0084
LOCATION: Jacksonville, OH

October 1, 2000

IN IL KY Enduro Riders, 10811 Spry Rd
Newburgh, IN 47630, (812) 897-6814
LOCATION: Lynnville, IN

October 15, 2000

Dutch Sport Park, 495 Leet Rd
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SCRUB PINE

Cool fresh trails in South Jersey

Round 18, New Lisbon, NJ 9/26

Jack Lafferty, Jr. (Suz) tried to kick some life into his series championship quest, riding a box stock RM125 to a one point triumph at the ECEA Scrub Pine enduro. Finishing with a 17 point card, the Bromley Suzuki, Cycra, Enduro Engineering, Motion Pro, IMS, Arai, Scott Goggles, MSR, Boysen, Silkolene, WER, Steahly, Tsubaki and Action Cycle sponsored Lafferty used consistent top scores in each of the day's four special tests to earn the victory. Jack Jr. laid some of the credit for the day's success with his new 125 class mount. "I picked up the bike from Bromley's on Tuesday and rode it some on Wednesday and Thursday. Between those two days and today's race, I probably have something like 100 miles on the bike." In preparation for the enduro, Jack noted, "The only modification I made prior to today's race was to change handlebars." A new scoot notwithstanding, Jack's only miscue all day long was a burnt check in the afternoon (#8), which fortunately didn't impact his top billing.

The same couldn't be said for some other top finishers, however, as that checkpoint played a pivotal role in deciding the remaining podium positions, as well as High Point A honors. A pair of KTM riders vied for second and third overall, a fortuitous Frank Vanaman narrowly edging Craig Shenigo on emergency points 247-252, to claim the second overall slot. Each rider dropped 18 points, however Vanaman was one of the few AA riders who avoided burning a checkpoint that was found midway through the lengthy afternoon points taker. Disputed and later protested but upheld, checkpoint #8 snagged a handful of top riders, Shenigo among them. At third overall, it was one of Craig's best finishes of the season.

The day's weather was absolutely gorgeous. Cool, mid-50s keytime temperatures warmed up to nearly 80 degrees by the race's end. Azure skies were virtually cloudless, with low humidity and light breezes. Win, lose or draw, you couldn't have picked a better day in the saddle. The Ocean County Competition Riders had laid out a shortened ride for the day, as their infamous blueberry field section was under water as a result of recent hurricane rains. However, the club still gave riders their money's worth, unveiling considerable newly-cleaned trail that included four special tests with six point taking checks within. Most noteworthy was a new section bordering the Mt. Misery Creek that wound its way up and down surprisingly steep creek banks for some six or seven miles. Recent rains made soil conditions just about perfect, however standing water in some lower sections

of the course became boggy quagmires with the passage of bikes. With all sections sandwiched by check-ins and check-outs, and the occasional observation check, there were no shenanigans to be had or resulting complaints.

There were three tests in morning loop. Right out of the start control was a sneaky four mile section of fast plow lines with occasional romps through tight single track trail. Starting seemingly innocently with open

gravel roads and trail for near a mile, riders who failed to get on the gas early found themselves off the pace at the check-out some miles later. Top riders dropped a single point at the emergency check-out, while those who snoozed fell behind early.

Midway through the morning loop was a longer special test of six or seven miles. In addition to the check-in, there was a midpoint e-check and secret check-out. It was here that series point leader Bill Atkinson (KTM) had some trouble, dropping seven compared to the fives posted by Jack Jr., Vanaman and Steve Pfeffer. The loop closed with a final short section of three miles that took an additional two or three points from most A class riders. Afterward it was a short hop to back to the campground for the midday refueling and regeneration.

Back out on the trail afterward, the afternoon was reduced to a single section of six plus miles in length containing back to back checks. But what a section it was. Starting out with an 18 MPH speed average, the emergency mid-check (#8) was burned by a handful of top riders, including, Jack Lafferty, Bill Atkinson, Craig Shenigo, Steve Pfeffer, et. al. Later in the section, the speed average bumped to 36, Lafferty, Shenigo and Atkinson set benchmark five point scores at the check-out. Not surprisingly, there was a strong but limited protest over check eight. Weighing against the protesters' favor, all but the fastest riders were behind at that point, negating any "strength in numbers" rationale for tossing the check. Eventually the protest was overruled after the check clock was com-



Jack Jr. showed up with a new 125 ride, wicked it up and won the overall simple as that.



June Van Driel picks her way through the South Jersey undergrowth.



Bill Atkinson may have sewn up the points chase at Scrub Pine, with his fourth place finish.



John Rogers finally got his suspension worked out, and railed to the High Point A win at Scrub Pine.



One great part of the event was this club-built suspension bridge linking previously unlikable trail.

pared to others and found to be correct. However, other factors (such as flip-card logic) couldn't be confirmed one way or another. Nonetheless, the check scores stood, dropping some riders down in the standings.

With that, Jack Jr. earned his first overall win since the series second round in March. When asked why a 125 after all these years on a 250, Jack replied, "I wanted to try something different. I'd never raced a 125 before. Besides, it was fun and it didn't work me as hard as my 250." Makes sense here.

Vanaman and Shenigo's 18 scores rounded out the podium, while a host of 19 point scores capped the day's best finishers. Series point leader Bill Atkinson (KTM) claimed fourth overall honors with a 19/207 finish, and by our unofficial tally, clinched the 1999 ECEA Enduro Series Championship. Hats off to him. Former AA rider John Rogers (KTM) finished fifth

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South Jersey tight? Yeah, we've got some down here. Just keep your momentum up....

overall on the merit of a 19/233 score, earning the High Point A trophy in the process. Runner-ups to the HPA were Terry Tucker (19/245), Steve Larkin (19/250), Bip Gunselman (19/259) and Steve Pfeffer (19/270), who filled the sixth through ninth overall spots, respectively. For Pfeffer, it was especially excruciating, for the HPA prize would have been his had he not fallen victim to the contested check number eight. Bob Bennett (Hon) rounded out the top ten overall with a 19/309 finish.

In intermediate class action, KX 250 pilot Mike Berenbak dropped 21 en route to a High Point B victory. Runner-up to the B class high point was Michael Sharp (KTM), who put up a 23 point card. Doug Allen II (KTM) earned top novice class honors and the High Point C trophy with a 31 score. A pair of 35 point tallies marked the HPC runner-ups, carded by Paul Hand (Suz) and John Trendler (Kaw). Meanwhile, Farrell Lord (Kaw) turned in another impressive ride to claim the Master's class victory at 31 points down. Similarly,

Scrub Pine Enduro

Class Results

Jack Lafferty Jr.	Suz 17
Grand Champion	
John Rogers	KTM 19
High Point A	
Mike Berenbak	Kaw 21
High Point B	
AA	

1. Jack Lafferty, Jr.	Suz 17
2. Frank Vanaman	KTM 18
3. Craig Shenigo	KTM 18
4. Bill Atkinson	KTM 19
5. Bob Bennett	Hon 19

A-125

1. Lou Green	Yam 24
2. M. Dean Spencer	Yam 26
3. Jerry Kitts	TM 27
4. Greg Davies	Yam 27
5. Pat Emmons	Yam 29

A-200

1. Todd Quinn	KTM 21
2. Robert Mohn	Kaw 22
3. Paul Bitting	Kaw 23
4. Eric Corbin	Kaw 25
5. Scott Wolcott	Kaw 33

A-250

1. Steve Pfeffer	Hon 19
2. Bill Gilbert	Yam 20
3. Jeff Moyer	KTM 20
4. Bob Solomon	KTM 21
5. Jamie Wright	Yam 22

A-Open

1. Mike Beeler	KTM 20
2. Tom Folkl	Mai 25
3. Michael Crum	KTM 26
4. Martin Graver	KTM 26
5. Todd Lockard	KTM 27

A-Four Stroke

1. Steven Larkin	Yam 19
2. Mark Grossman	Kaw 21

A-Veteran

3. Lewis J Smith Jr	Hon 22
4. Scott Devecchio	Yam 25
5. Jeffrey Botsford	Yam 28
A-Veteran	
1. John Rogers	KTM 19
2. Jim Gunselman	Yam 19
3. Steve Aretz	Hon 30

A-Senior

1. Terry Tucker	Kaw 19
2. Mark Uth	KTM 22
3. Clifford Tenney	KTM 22
4. W. Fontanazza	Yam 23
5. Tom Marsh	Gas 24

A-Super Senior

1. Scott Wolf	Yam 26
2. Jack Lafferty, Sr.	KTM 31
3. Bob Agonis	Gas 34
4. Jim Kenkins	KTM 37
5. Richard Trader	KTM 39

B-125

1. Ron Decaro	Yam 27
2. Randy Loper	Hon 31
3. Jim Rink	Hus 33
4. Steve Brown	Yam 35
5. Arron Kalisher	Gas 36

B-200

1. Jeff Johns	Kaw 24
2. Geo. Mamounis	KTM 27
3. Brian Corden	KTM 30
4. Roy Harrell	KTM 31
5. Charles Bays	Kaw 34

B-250

1. Michael Berenbak	Kaw 21
2. John Hummel	Yam 26
3. Peter Burnett	Hon 28

4. Chris Vecchione	Kaw 28
5. Jason Campbell	Yam 29

B-Open

1. Michael Sharp	KTM 23
2. Tim Gallagher	Hus 29
3. Michael Barr	KTM 31
4. Stephen Jamison	Gas 31
5. Mike Graham	Hon 36

B-Four Stroke

1. James Bowen	Hon 25
2. Mark Schleeweis	Hon 30
3. Robert Barr	KTM 32
4. Chris Brown	Hon 33
5. Darren Goff	Yam 37

B-Veteran

1. Jim Aiello	KTM 25
2. Todd Fenton	KTM 26
3. Marco D'ottavio	Hon 28
4. William Gilmore	Hon 30
5. Steve Bowman	Hon 32

B-Senior

1. Joe Dublas	Kaw 29
2. Eric Hartem	Hon 29
3. Daniel Compton	KTM 29
4. James Devlin	Yam 30
5. Tom Schanne	KTM 32

B-Super Senior

1. Craig Burfield	Kaw 30
2. Steve Hyde	Hon 38
3. Jack Lurtsema	KTM 42
4. J. Melniczuk Jr	KTM 54
5. Tim Stibitz	Kaw 65

1. C-200

2. Doug Allen II	KTM 31
3. Paul Hand	Suz 35
4. Adam Mood	Hon 43
5. Ed Delawski	Kaw 44

C-250

1. Mark Fischer	Suz 38
2. David Bader	Suz 41
3. Philip Uhland	Hon 41
4. Fiziepe Graca	Hus 41
5. Gilad Gottfried	KTM 43

C-Open

1. Thomas Seaman	KTM 44
2. Troy Suggs	Yam 56
3. Michael Reign	Suz 65
4. Robert Marek	Suz 70
5. Robert Roy	Hon 82

C-Four Stroke

1. Don Harbin	Hon 62
2. Randy Stuart	Kaw 68
3. Steve Foster	Hon 68
4. Bryan Clair	Hon 78

C-Veteran

1. John Trendler	Kaw 35
2. Douglas Allen	KTM 39
3. Ernie Fithian	KTM 43
4. Bob O'reilly	Yam 48
5. Rick Risson	Yam 48

Women

1. Kathi Campbell	Kaw 42
2. Jennifer Eyrych	KTM 63
3. Merle Compton	Kaw 100

Dual Sport

1. Gerald Rogers	Hon 155
------------------	---------

Vintage

1. Dan Towery	Tri 48
---------------	--------

Masters

1. Farrell Lord	Kaw 31
2. Chas. Stapleford	Kaw 53
3. Bob Schmidt	KTM 59
4. Joseph Galie	KTM 62
5. Sal Crocavera	Hus 75

Kathi Campbell (Kaw) took top Women's class honors, Gerald Rogers won the Dual Sport class, while Dan

Towery II finished the event aboard his classic Triumph to claim the Vintage class win. ↑

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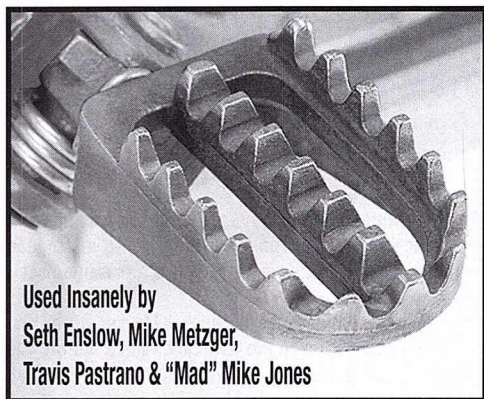


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KTM WEEKEND

Ringing in the new millennium with style

By Paul Clipper

Every now and then you get an invitation to a party that you just can't refuse. That's what it was like with KTM's Year 2000 dealer meeting and new model introduction. They were calling it the KTM 2000 Beach Fest, and it was being held at a swank resort on Coronado Island, right over the bridge from San Diego. The weather around here was miserable hot and humid, and the chance to chill out surrounded by the Pacific Ocean sounded great. Warm ocean air! No humidity! Fish tacos! I was out of here in an instant.

True to their word, KTM was throwing a real party this time. The location was the Coronado Island Marriott Resort, and when you think of Motels in Paradise, this is it. Plush rooms, immaculately kept landscaping, palm trees and carp pools until you couldn't rest. It was sitting right on the bay, with San Diego doing its best to reach skyward just to the east. The only little hitch was I didn't really have a room, having waited too long to respond to KTM's invite. I wound up crashing in various other people's rooms, which is kind of a sad fate for the only person there likely to publicize the event, but hey, I didn't care. I do have to thank Brian Muzilla, Brad Teegarden and Pete Tanner for their hospitality, though. If it wasn't for them, I wouldn't have washed all weekend.

Which wouldn't have been completely out of place at KTM dealer meetings of old. I've made it a habit to attend KTM dealer shows over the years, and I have to say this one was a big step up. I couldn't help comparing this one to a memorable KTM weekend nearly 15 years ago, which consisted of a business meeting of a bunch of guys standing around with their hands in their pockets swapping riding stories and complaints about insane customers. There was a demo ride that year, and the mud at the Amherst Meadowlarks track was about calf-deep (all the cows had gone home). Most of the bikes got mud-fouled and half destroyed, and at least a couple of the deal-



ers were carted off to the hospital before we all figured beer was the better answer. The ride was followed by a steak-fry and overindulgence contest that left us all embarrassed and sick for a week, but at least no one was arrested that year.

Of course, that was then and this is now, and we're all much more respectable and adult here in the Very Responsible final gasp of the old millennium. KTM has also managed to pull itself up by its bootstraps and actually turn into a big business that really makes money, something that was much more of a mystery to them many years ago. So this year they pulled out the stops, and it was good. Don't get the wrong idea, they're not stupid. The food was free; the bar was cash. The Marriott was happy, and KTM will be in the black again this year.

Three very cool things happened there. The first was Sunday night, where a reception party was thrown, poolside. Nobody drowned this year, and the bench racing was epic. Shane Watts was there, so was Mike Lafferty and Lance Smail. Chuck Sun was there of course, and I believe Broc Glover stopped by,

Object of desire: If you like four-strokes, you're going to heavily lust after a 400 or 520 E/XC. Totally new, totally light, absolutely trick.

along with countless others. Everybody was dancing to the music of Citizen X Posse, a gen-u-ine reggae band, and for not having a beach it was a fine beach party.

Secondly, for all day Monday KTM set up all the tents and E-Z Ups on the lawn, and built a motorcycle show-style pavilion to browse through. They had all the bikes there, all the KTMs and Husabergs, and one



Dirt bikes on Coronado Island; nice place. On the right is the huge new Supercross transporter. Above: new Husabergs of every size and style.





New puppy: This year the SX KTMs are very much different from the E/XC and M/XC line. All have new forks, radical engine changes, tons more.

very cool promotional gimmick. They had built a large beam-scale type of structure, and on one side hung a Yamaha YZ400, while on the other side hung a KTM 520 SX. And guess what? The YZ was hanging a lot lower.

Which puts us at as good a time to talk about the new bikes. The 520 SX is one of four new four-strokes that are definitely going to rock the world—well actually they already are, with the 400cc World Enduro title

already to its credit. Anyhow, there's the 520 and 400 SX, and the 520 and 400 E/XC, and they are completely new. Everything is new—engine, chassis, bodywork, everything. Essentially the 520 is the same as the 400, the only difference is bore and stroke. The engine is cutting edge, no compromise; to our thinking it takes the philosophy of the Husaberg out one step farther. The clutch has no separate outer hub, for example, and thus no damping effect, it's thinner, narrower and lighter. It will wear faster, but it is a full-on racing design, no excuses given. The clutch, along with gear width reductions, allows the four stroke engine to measure out at 12mm narrower than the



Coupla party animals: Race team manager Selvaraj Narayana and company president Rod Bush.

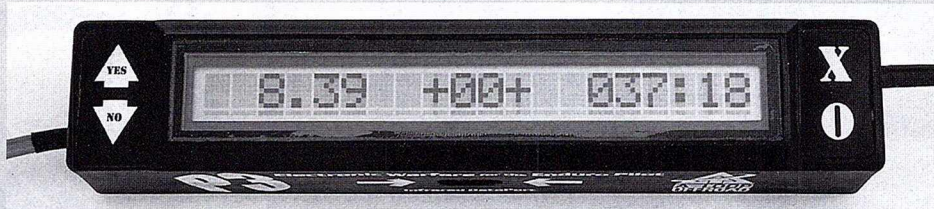
two-stroke engines! Narrower cases means less oil, naturally, and these new bikes carry no oil in the frame, so the quart or so that they hold is it, bucko. Better learn to change that oil after every ride.

But that's why they're call the 400 and 520 SX and E/XC Racing 4-Stroke. This is not a dual sport bike. It holds very little oil, but there are two oil pumps and two filters to guarantee full, clean lubrication. All the external oil lines that were all over the old LC4s are now internal, cleaning up the look quite a bit. The SXs have a four-speed transmission, and the E/XC has a six-speed. The SX has a kickstarter, while the E/XC is electric start (with a kickstart lever as well, of course). The new engine is a right-side kick, instead of the left-side kick of old. Everything is new, and light: The SX Racing 4-Stroke is reputed to weigh 236 pounds, while the E/XC is said to weigh 247—and that's with electric start!

The two-stroke models have been variously updated. The common engine cases for the 250/300/380 have been changed, and at least the 250 cylinder is

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completely different. This year, KTM is making a big step to differentiate between the E/XC-M/XC models and the SX, so don't be surprised if the SX is a lot different than what you're used to. For example, the 250 SX is fitted with a Keihin PWK 38 Power Jet carb that is totally integrated to the ignition. The ignition controls the Power Jet inside the carb, and the whole arrangement is said to increase horsepower and torque. Horsepower is good! We all need more! Lots of internal engine improvements are made for better response, like an extremely light crankshaft on the SX, smaller flywheel diameter on the 125/200, new exhaust pipes, and more.

All of the bikes use the new WP upside down 43mm forks. You know we've never been big fans of the Marzocchi forks, so this is a big plus in our book. The PDS linkage-less shock remains on the rear, with a brand-new swingarm. The swingarm has a new axle passage and chain tensioner scheme that's said to be better and stronger than the old way of doing things. The brakes are very different. They have a new shape rotor front and rear that is wild-looking and said to help shed mud and dirt. Both the front and rear master cylinders are different, the front caliper mounting arrangement is new and stronger. Even the front axle is bigger—20mm instead of 17mm.

All the Husabergs were there, and many detail improvements were listed for them as well. One great feature is a hydraulic clutch on the 'Berg thumpers, just like all the KTMs. The Husabergs also use the new 43mm WP forks, and a ton of detail improvements were listed for the engines. One very odd new feature was a handlebar mounted switch that changes your ignition curve, giving either higher revving or more torque—basically, I'm sure they describe much more detailed than that. We came away from the meeting



not really sure which Husaberg models have the ignition switch, and looking at the brochure right now we still can't really tell. As a matter of fact, exactly how many models of Husabergs are available isn't very clear to us, even with the brochure here, but there's at least nine, in various permutations of motocross set-up, enduro, and dual sport in electric start or kick-starter models.

Speaking of which, we just went back and counted how many different KTM models are going to be brought into the U.S. this year, and figured out why it was so crowded in the tents in San Diego. Including

Lighter and tighter: All of the two-strokes have a yard-long list of changes for 2000.

the mini bikes, both the 65 SX and the five flavors of 50cc machines, KTM has 28 models on their price sheet this year. Just in case you didn't think they were serious.

The third really cool thing was the demo ride, which I wrote about a couple of months ago. Truck everything up to Carlsbad and let all the dealers hammer them on the motocross track. Quick impressions: The new 250 E/XC two-stroke is wonderful, and the 250

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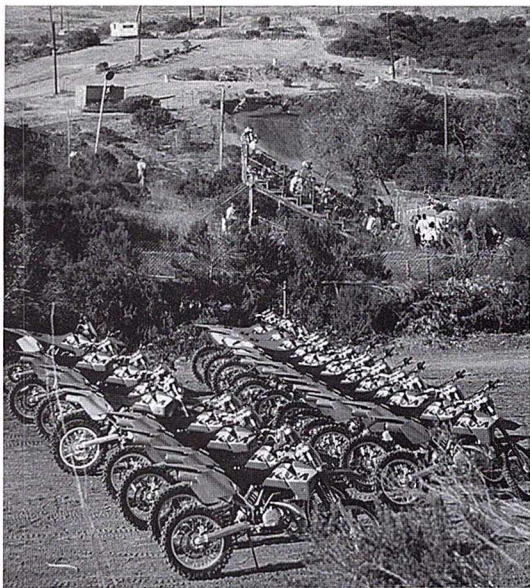
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Tasty test: Here's picture that ought to get your mouth watering. All the demo ride machines lined up at Carlsbad.

SX is an amazing spin-off all its own. Great power, fine handling, and very light. A lot of you are going to want one of these if all you ride is hare scrambles. They all felt good, the brakes are stronger and more progressive, the front ends felt better to me (although, as usual, it felt like the forks were going to need fiddling to work on snotty East Coast rocks. They do have many adjustment features more than the old Marzocchis, though, so we won't grouse about them until we can get them into our environment here).

Everything was nice and fun until we got onto the



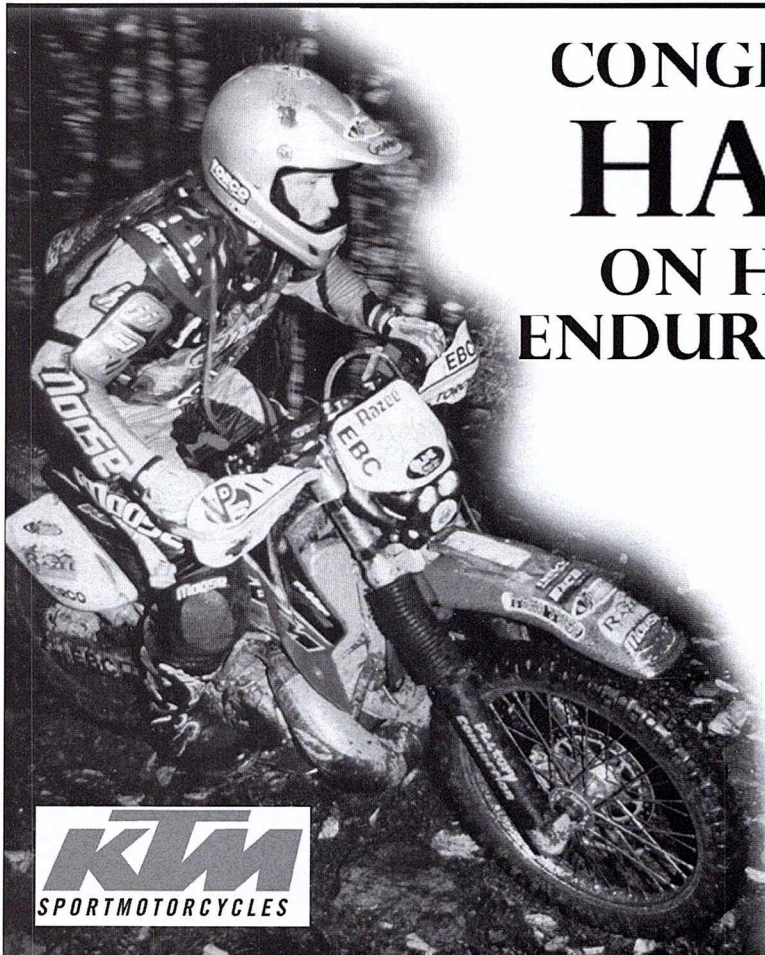
Three guys, hanging out: Past USGP champions Marty Moates, Chuck Sun, and Broc Glover were on hand to join the fun.

new Racing 4-Stroke. The first one I rode was the 520 E/XC, and I could not believe it. The bike felt as narrow as a 250 E/XC, and since they claim it's a modified 250 chassis, I guess that's to be expected. But the power was beautiful; not vicious arm-pulling power but all strong. The bike was also light, very light. I thought I was riding the SX until I stopped and hit the button again, and heard the electric starter working. The 400 was the same, light, narrow and flickable, but with softer power owing to the 120cc difference in size. Neither one of them is anything like you'd expect from a four-stroke enduro bike—electric starter or not. We predict KTM is going to sell every one of them they can get, and I've already resolved to sell my Jackpiner and buy one for myself. And, I don't care if it's a 520 or 400. I have to have one of these bikes!

The SX is likewise but more so. Lighter still, due to the lack of electric start equipment, and with power just slightly more fierce, although I'm not really sure why. Possibly the four-speed box changes the response characteristics that much, maybe the ignition, but it doesn't matter. This bike is going to slay the competition at the four-stroke motocross races. I'm not sure if you'd want a four-speed gear box at a hare scrambles, but you could do it. We've also heard that the four-speed can be easily converted to a six-speed just by swapping in the right gears.

Riding the Husabergs was also a treat, although we didn't get to all of them due to the crowds waiting in line. We did ride the FC600 with the ignition handlebar switch, and were suitably impressed. Switching between the ignition settings was like selecting between too much power and way too much power. Carlsbad is definitely not big enough for the FC600. Maybe the Indy Mile would be more suitable.

Suffice it to say it was big fun, a great break from the action around here, and a really good opportunity to learn more about a lot of bikes in a hurry. We've already been told that our chances of getting hold of one of the Racing 4-Strokes for a test would be pretty slim, since they could sell three times the number they're taking delivery of this year, but we'll get some tests of the two strokes and others as soon as we can. Thanks to KTM for the great time, and congratulations also for their obvious successes in the new year! ♣



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START'EM

Everybody else is winding down, but the SETRA season is just getting started

Little Brown Jug

Round 1, Clinton, SC 9/5

Round one of the 99/2000 SETRA enduro series got under way in Clinton, South Carolina, at the Little Brown Jug. The "JUG," as it is called, has the distinction of being Team Yamaha's Randy Hawkins' home town race. And as they say, it's hard to beat a team on their turf. Well, there's no exception with Hawkins either, he's tough to beat in a South Carolina enduro. "This is always a good race. The Greenville Enduro Riders do a great job, this is my home race and SETRA is my home series," said Hawkins. He took the overall for the second year in a row with a score of 6, over long time SETRA enduro ace and hare scrambles champ Allen Gravitt. Gravitt, aboard a new KTM 200, fought a tight battle all day, with just one point between the two in the end.

The big surprise of the day was third overall. 250 A rider Russell Arrant, riding a Honda XR 250, turned a few heads with his score of nine. He bested some of SETRA's top AA riders and definitely gave them something to think about. Absent from this year's race was current SETRA enduro champ Franklin Ramey III. Franklin is recovering from a very nasty knee injury that required reconstructive surgery. As soon as he is able, he plans on racing as much as possible when the national enduro series permits.

The Greenville Enduro Riders hosted the enduro, its 46th running. This year attendance was close to 350 riders. The club used the same format as last year; restarts at the beginning of each section. The course was made of six sections, the shortest six miles, the longest almost 14. The total ground miles was a tad over 60. The club prayed for rain all week, but when you want it, it won't rain. When you don't need it, it won't stop. So riders were just going to have to put up with dust. If you were fast enough to stay out front, you didn't have too bad of a dust problem. When you came up on slower riders, you couldn't see the trail. Early rows were the ticket.

The first points-taking section came right off the start. It was a fairly easy eight miles. The terrain is a lot like Georgia; red clay, roots and rocks. Most all the AA and faster riders had little trouble and zeroed the section. Husaberg rider Michael Grizzle got a front flat and dropped a point. Virginia Hare Scrambles rider Stephen Edmondson was on the gas a little too much. He burned the check-out and it cost him two. Edmondson has raced a few SETRA events and last year overalled the Sandlapper. The young Virginia rider has got the speed, but needs more enduro experience.

Gravitt found out quick just how dusty it was. "I saw a guy laid out in the first section. I knew because of the dust people were gonna get hurt. Two tenths of a mile into the second section I saw Johnny McCoy laid out. He hit a tree over a water bar. I just tried to ride



Randy Hawkins started off his SETRA season by winning the Little Brown Jug enduro.

smooth and be careful when I got into the dust," said Gravitt.

At the 9 mile marker mileage was reset to 16, giving a little break. The restart for section two was at 20 miles. This would be the long trail, 14 miles. Hawkins got his thumper rolling and posted the fast time with a 1:22. Edmondson was next with 1:27, then Russell Arrant with a 1:40. He had that little XR stretched out. Gravitt wasn't far behind, sneaking in with a 1:57. Grizzle posted a 2:33 and Kawasaki's Tommy Veator had a 2:47. Nine miles or so of trail followed, leading to the main gas stop. At the gas, Hawkins, Gravitt and Arrant were tied with one.

Four sections remained after the gas. It was hot and the trail deceptive. The Jug is famous for its ditches and drop-offs, and with all the

dust you had to be very careful.

Section three was a seven miler. Gravitt set the pace with a 1:00, followed closely by Arrant with a 1:11 then Hawkins at 1:22. Edmondson was right there with a 1:30, then Grizzle with 1:47 and Veator 1:52. Having the summer months off was beginning to take its toll on some of the B and C riders. Most were dropping four points and up in the sections. The club supplied water at several of the resets. The enduro is run on forest service land and the club isn't allowed to cut new trail. These trails have been used for years now and the wear was noticeable. Tall exposed roots, deep braking bumps and unexpected drop-offs kept you on your toes. "I took it section by section. I would ride hard when I could see, then back off for safety's sake," said Hawkins.

Section four was a short fast one. Still it claimed a point from Hawkins, Gravitt and Edmondson. Arrant, Grizzle and Veator dropped two. "I got a little pumped in the first few sections. The dust was bad. When I came up on a rider, I just had to back off," said Gravitt.

Section five was a carbon copy of the one prior with a few miles added. Once again Hawkins and Gravitt matched scores with one point each, the only riders to do it. The rest of the AA's dropped 2. With the two top riders tied with four each, the final section of the day would decide the winner. It was seven miles long and the toughest of the day, tight handlebar-width stuff that the former national champ Hawkins craves. When he came through the check-out, he was two points down. Gravitt, knowing he had to get the better of Hawkins for the win, just wasn't able and dropped 3. "I missed the last check by three seconds, according to Franklin (Ramey). He was at the check. Randy had me beat on tie breakers but it would have been nice to have the same score as him." Arrant, Grizzle,



A little bit of water in the Long Cane enduro kept things cool for most riders.

King, photos by Ron Romer

UP!



Aaron Major scored first in the Four Stroke B class at the Little Brown Jug.

Veator and Edmondson all dropped three as well.

Hawkins score of 6 would take the overall. He left for the Six Days the next day. He couldn't let racing in the Jug pass him by, and he just had to squeeze it in his schedule. "I rode my 400, I was just trying to get ready for the Six Days. I leave tomorrow. My bike worked great. The Factory Connection suspension worked good. I had to ride hard. Allen kept me honest all day. It wasn't like I was holding back. Allen rode great, I had fun. It was the Jug, what else can I say?" said Hawkins.

Long Cane Enduro

Round 2, Mt Carmel, SC 9/12

Virginia hare scrambles rider Daniel Morrison made the drive to South Carolina worthwhile by claiming the overall in round two of the SETRA enduro series, the Long Cane. Morrison's win didn't come easy. He matched scores all day with fellow Virginia rider Stephen Edmondson, both finishing out the day with a 12. When the tie breakers were checked, they matched there as well. Morrison had the better time at the second tie breaker thus giving him the win. Edmondson would have to settle for the runner up spot. Edmondson is no stranger to SETRA events, when he races he is always a top contender. This year he seems to have picked up some speed. Finishing in the number three spot was 250 A rider Russell Arrant, on an XR, with a score of 13. Team Green's Tommy Veator finished 4th with a 13 also. Current hare scrambles champion Allen Gravitt, on his 200, dropped 14, for fifth. It's hard to remember when

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Defending GNCC Open A champ Mike Grizzle had a bad day at Long Cane when his drive chain broke.

Gravitt hasn't made a top three finish; he wasn't happy with it.

The Long Cane Enduro Riders once again put on an excellent race, its 31st running. Held in the Sumter National Forest, land problems forced the club to use one section of trail twice. The total mileage was 79, with a lot of blacktop used to connect trails. Pleasant weather greeted riders, but it was dusty and dry.

The first section was 11 miles long. It was fast, twisty and rough. The club sets up their sections with

Little Brown Jug
Randy Hawkins 6
Overall Champion
AA
1. Allen Gravitt 7
2. Steve Edmondson 10
3. Rod Stuckey 10
Open A
1. Joey Rowland 17
2. Mitch McRee 18
3. Larry Griffin 21
250 A
1. Russell Arrant 9
2. Russell Epley 16
3. Lee Stephens 20
200 A
1. Martin Pruett 16
2. Travis Hayes 16
3. Scott Mount 22
Four Stroke A
1. Glen Holcomb
2. Buzz Dyer
3. Richard Paxton
Vet A
1. Terrell Holloway 19
2. Jeff Burchfiel 23
3. Lee Daley 24
Senior A

1. Terry Hughes 14
2. Danny Morrison 21
3. Neal Hamilton 21
Super Senior A
1. Buren Hamrick 31
2. Lee Barry 31
3. Lane Sheppard 38
Master A
1. John Kirby 22
2. Jim Ford 24
3. Wayne Beaty 25
Golden Master
1. James Bransford 46
2. Fred Hammond 46
3. George Clickner 47
Open B
1. Mel Smith 27
2. Forrest Hardeman 27
3. Gene Zobel 29
250 B
1. Ivan Hayes 23
2. Scott Spittle 24
3. Wes Vinyard 27
200 B
1. Dusty Tindall 21
2. Brad Hamrick 23
3. Mike Cox 25
Four Stroke B

1. Aaron Major 25
2. John Harris 25
3. Nik Johnson 29
Vet B
1. Randall Ellison 23
2. Johnny Campbell 24
3. Roy Wood 25
Senior B
1. Frank Shoenbeck 26
2. Greg Tindell 27
3. Tim Atkins 28
Super Senior B
1. Charlie Bridges 32
2. Richard Shipner 39
3. Gary Bishop 40
Master B
1. Ron Miller 32
2. Michael Thompson 38
3. Bill Watkins 39
Open C
1. Johnny Coggins 28
2. Scott Presnell 32
3. William Cash 37
250 C
1. Danny Rubling 30
2. Mike Minnix 30
3. Jeff Queen 33
200 C

1. Luke Durham 30
2. Mike Fraser 34
3. Rick McElveen 34
Four Stroke C
1. Johnny Thomas 32
2. Rob Mielke 34
3. Kurt Selkinghaus 37
Vet C
1. Creed Hashe 33
2. John Fisher 34
3. Jess Conway 34
Senior C
1. Jammie Clontz 32
2. John West 38
3. Patrick Linville 41
Super Senior C
1. Steve Branscomb 39
2. Ben Hill 48
3. Wayne Meradith 50
Class 66
1. Thomas Barr 122
Women
1. Terry Dennis 67
2. Bonnie Hamrick 139

a check-in, check-out always. If you rode hot, you got nailed. It keeps everyone honest.

Edmondson set the pace early with a 3.29 in the first section. Morrison barely snuck into the check-out with a 3.59. Arrant and Veator both dropped 4, as did Gravitt and Husaberg's Michael Grizzle. Griz is the defending GNCC Open A champion. He was putting in one last ride on his '99 Berg, and his '00" model was being prepped.

Multi time SETRA enduro champion Joey Hopkins came out of retirement for this race. Hopkins rode an

XR 400 and did a 4 in this section, as did FTR (Florida Trail Riders) enduro champ Ashley Brewer on his KX. Several miles of blacktop followed taking riders to the next section. A generous reset kept speeds down on the pavement as well as giving everyone a break.

The second section was the longest of the day at 13.6 miles. As terrain goes, it was a virtual repeat of the first section. Pine thickets, moist bottom land and fast choppy rooty trails. It was Morrison's turn to take the helm, dropping a 4:10. Gravitt was next with a 4:13 followed by Arrant with 4:22 then Veator with a

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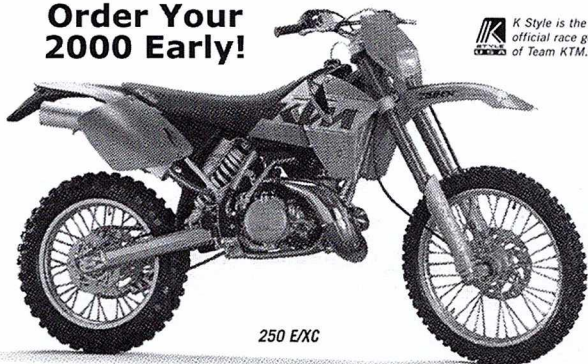
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Long Cane Enduro Class Results

Daniel Morrison 12
Overall Champion

AA
1. Stephen Edmondson 12
2. Tommy Veator 13
3. Allen Gravitt 14

Open A
1. Mitch McRee 22
2. Joey Rowland 23
3. Steve Hardeman 23

250 A
1. Russell Arrant 13
2. Russell Epley 18
3. Scott Miller 23

200 A
1. Martin Pruett 20
2. Scott Mount 22
3. Andy Barkley 23

Four Stroke A
1. Jeff Harris 20
2. Glen Holcomb 20
3. Jim Sparrow 24

Vet A
1. Deaton Deaton 24
2. Terrell Holloway 25

3. Jeff Burchfiel 25
Senior A
1. Terry Hughes 19
2. Danny Morrison 23
3. Neal Hamilton 24

Super Senior A
1. Robert Neeley 24
2. Joe Royal 31
3. Lewis Smith 33

Master A
1. John Kirby 25
2. Jim Ford 30
3. Jimmy Lynch 35

Open B
1. Pooner Powell 27
2. Forrest Hardeman 2
3. Mel Smith 30

250 B
1. Trey Welborn 21
2. Brian Wright 23
3. Steward Baylor 24

200 B
1. Dusty Tindell 23
2. Steve Lewis 27
3. Michael Cox 28

Four Stroke B
1. Phillip Sims 26

2. Aaron Major 28
3. John Harris 28
Vet B

1. Roy Wood 26
2. Shane Sexton 29
3. Mike Colley 32

Senior B
1. Phillip Doyle 26
2. Gerald Jones 28
3. Greg Tindall 28

Super Senior B
1. Richard Shipner 38
2. Mark Barker 40
3. Gary Bishop 41

Master B
1. Michael Thompson 37
2. Bill Watkins 42
3. John Parker 46

Open C
1. Scott Presnell 33
2. William Cash 35
3. Johnny Coggins 35

250 C
1. Danny Ruling 29
2. Jeff Queen 33
3. Ryan Simmons 35

1. Luke Durham 33
2. Steve Alley 35
3. Jamie Jones 36
Four Stroke C
1. Rob Mielke 37
2. Allen Young 37
3. Johnny Thomas 38

Vet C
1. John Fisher 42
2. Bo Peck 43
3. Lance Ott 44

Senior C
1. Johnny Futo 36
2. Jamie Clontz 39
3. Patrick Linville 45

Super Senior C
1. Steve Branscomb 43
2. Mike Lynn 48
3. Robert Dahloner 67

Master C
1. Frank Amos 43
2. David Boyce 50
3. Wayne Meradith 51

Golden Master
1. Fred Hammond 48
2. Jim Armitage 53
3. James Bransford 55

4:29. Edmondson came through with a 4:40. Grizzle and Hopkins dropped 5. Brewer had problems and fell off the pace, losing 6 points. It was on to the gas stop to refuel the bike and re-hydrate the body.

Section three came after the gas. A short nine miles claimed two from all but Hopkins and Grizzle, they dropped three, Brewer a four. The final section was the second section run again. After 350 riders it was pretty chewed up. Morrison and Edmondson matched their first run through with a three. Veator and Arrant got a point back. With dropping a 3, Arrant is racing out of the 250 A class. With his continued low scores,

it won't be long before he bumps up to the AA class. Gravitt just wasn't able to beat his first score and settled for a four. Brewer got his act together and beat his first run by 2 points, also dropping a four. Hopkins posted a respectable five. Grizzle had a good run going until a broken chain ended his day, and with only a few miles to go.

Rumor has the young Virginia riders are planning on racing the whole season. The infusion of new blood into the AA class will make for good racing, as well as increasing the level of competition. Maybe it's just what the doctor ordered! ↑



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TRAXX MX/ATV PARK

What they do at Jack Frost Mountain after the snow melts

By Mark Uth

Blakeslee, PA 9/5

Pennsylvania is a vast state with limited legal riding areas. As a result, when we'd heard that Jack Frost ski area in the Pocono Mountains opened a riding park over this past year, we were plenty interested. Located less than a two hour ride from the New York, Albany, Harrisburg or Philadelphia metropolitan areas, TR visited Traxx this past September to get acquainted with the facilities and the people behind them. What follows is our interview with Ms. Melanie Murphy, the Vice President and General Manager of the corporation that runs the two ski areas, all extreme sports ventures (paint ball, skateboard/roller blade) and Traxx, in addition to our impressions from the saddle formed over our three day visit to the site.

TR: How did you ever come up with the idea of adding motorcycle riding facilities to your already successful winter sports facility? They are two recreational activities seemingly at opposite ends of the extreme sports spectrum.

MM: "The truth is, the spirit of skiing and motorcycling are not all that far apart. Skiing is a cold weather sport, the season running four, maybe five months out of the year. We've great facilities here at Jack Frost Mountain, facilities that would stand idle if not for the multitude of off-season activities and events that we've introduced. Same goes for our staff, an experienced and trained cadre that we might otherwise be forced to lay off in the off-season. Basically, we were looking for additional warm weather sports to compliment off-season activities."

TR: What did it take to get Traxx off the ground and running?

MM: "Well, for background, we visited a number of existing tracks to watch and learn. Already being in

the customer service industry, what we saw was striking. What's wrong with most tracks? A lack of cleanliness, haphazardly constructed facilities, poorly supervised with questionable treatment of paying customers. Conversely, here at Traxx/Jack Frost Mountain, we have nice, clean, modern facilities, a helpful, customer-oriented staff and plenty of room for expansion. Fortunately, we've a certain amount of clout in the town and county as an employer, land owner and tax payer, so we've always had plenty of support locally."

TR: What's the current status of Traxx operations?

MM: "We've been open for nearly a full



Supporting Traxx Vice President Melanie Murphy are Mark Daubert, Director of Operations, Rich Henry, Traxx Manager, and Mark Hufnagle, Operations manager. Left: One of the tracks in operation. They are constantly grooming and building at Traxx, and look forward to an active new season in 2000.



season now, and as you can see we're still working hard on much of the facilities. The beginner and intermediate MX tracks and the substantial woods trail

system are complete and in use. The construction of the advanced MX track (can you say mega air?) and finishing touches around the various other riding areas are underway. We've also plans for an on-site repair shop which should help with simple, common failures like flat tires, broken levers, master links, fouled sparkplugs, etc. We'll also stock consumable parts and sell race fuel. This will prevent riders' day's

Traxx Riding Area Descriptions (In operation on 1 September 99)

Beginner MX - A short loop with bermed turns and very sedate jumps and other obstacles. Excellent dirt that tacks up and resists rutting.

Intermediate MX - A challenging course with doubles and table tops that all but the most seasoned MX vets will think twice about. Nice berms, probably nearly a half mile long.

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RIDE

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All tracks are groomed and watered.

from being cut short. There's an onsite campground in the wings as well."

TR: Will you host racing at Traxx?

MM: "We're a practice facility—we want to be the best at that. Most tracks are only open for racing. We envision Traxx as a "feeder track," practice here and race elsewhere. Its not our goal to become a major destination for regular competition events." (Editor's note: a couple of events have taken place over their first year of operations and/or are planned over the coming year, including a District 6 hare scramble, put on with the help of district president Joe Bromley, and a snow hill climb (awesome!) held in March.)

TR: What have been your initial impressions of your new dirt biking patrons?

MM: "Well, compared to our traditional winter sports customers, dirt bikers complain less."

TR: What's your long term vision for Traxx?

MM: "We want to be the Disney World of motorcross parks, a place that you're not afraid to bring your girl friend or family; one that will afford plenty of things for the non-rider to do—skateboarding, rollerblade, paintball, swimming pool, upscale concessions, lodging and other weekend activities, like the Irish Festival (ed. - running Labor Day weekend during our visit), the Bikers Fest, etc. Its our job to sell fun."

More that just some laudable goals, our three day experience suggests that Ms. Murphy and her staff are, well, on the right track. No doubt the facility shows great potential, with more than 2500 acres of grounds to work with. The demands of running wintertime ski operations also ensures that the Traxx staff has the equipment and know-how to do this thing right. The existing MX tracks are just about perfect for the beginner and intermediate groomed track set. Supervision is there, so you don't have to fear that your nine year old is going to get run over. However, to their credit, it's very unintrusive. We've taken in other legal, pay-to-ride areas where the hired help had a Gestapo mentality—not the case at Traxx, no hassles at all. The majority of staff are hold overs from the ski season, many with advanced EMT/first aid training. Near all are motorcycle riders as well, many having purchased bikes since the park's opening.

One of the neatest amenities at Traxx is the ability to ride your motorcycle right up to the lodge (at a walking pace, please), have a decent meal, meet the family, and/or use some of the other facilities such as the swimming pool, locker room for showering, etc. Sounds like a winning formula to us. And, if you happen to meet a smiling blonde-haired rider out hammering track or trail aboard a Yamaha TTR225, say hi to Melanie and tell her you read about her Traxx in Trail Rider.

You can contact Traxx by calling 800-468-2442, or write to them at P.O. Box 707, Blakeslee, PA 18610. They are located right off Route 80 in Pennsylvania, just over the Jersey state line, at the Jack Frost/Big Boulder exit. ↑

Traxx Operations

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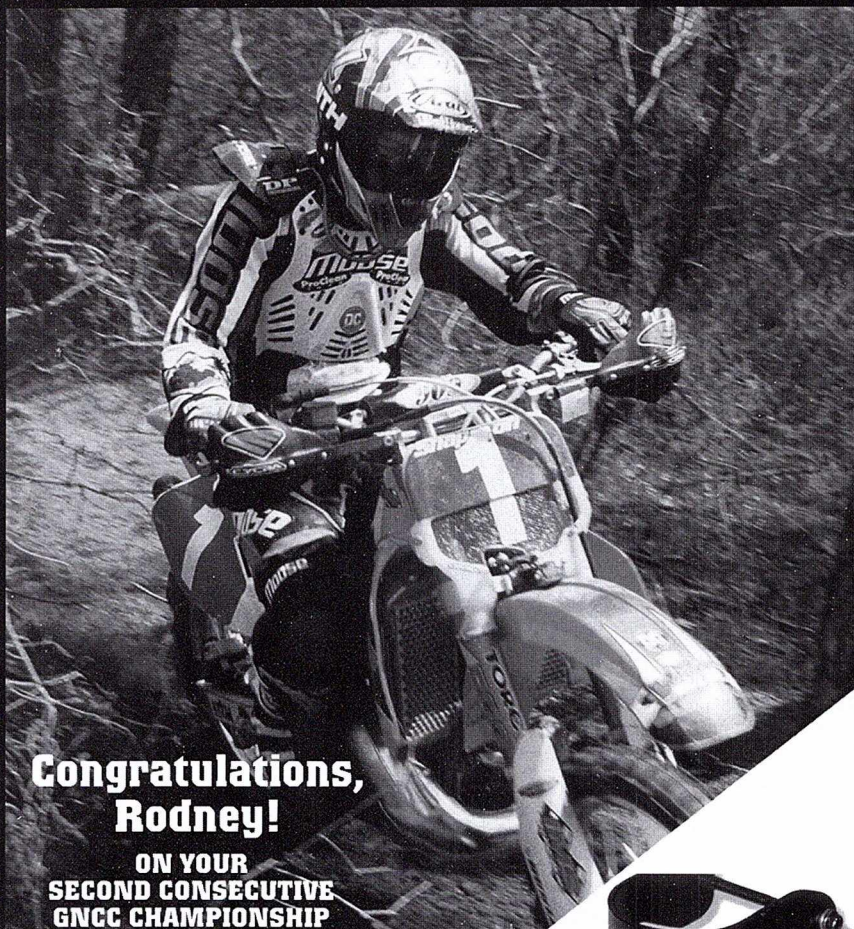
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KNOX-O-CROSS

Two new courses and one repeat champion at Hard Knox and Woodsocross

Hard Knox

Round 12 Westfield, MA 9/26

The Knox Trail Riders put on their first hare scramble in a long time, with rave reviews. It took the club over a year to pull off the event but they did it and they did it well. The club acquired the use of a small farm in Westfield, Mass. They laid out a six mile course consisting of just about everything from tight, technical woods, rutted out switchbacks in some fields, to a small motocross section. And rocks—this course was definitely not lacking in the rock department.

The remnants of our latest hurricane dumped nine inches of rain in the area, making for a nice dust free race. Only one mudhole got complete impassable during the Novice event. The club had to reroute the course, causing a slight delay for the start of the Expert event.

At two o'clock p.m. the seven lap race was underway, with MSR, RER, Maximum Fitness's Patrick Timothy getting the holeshot, followed by Dennis Decker, Brian Lawson and Luke McNeil. The riders took a few turns around the field before heading straight into a rock garden. Timothy missed the first turn into the rocks, allowing Lawson and Decker to take over the lead. Timothy quickly regained his composure and by the end of the rock garden was back in first place.

By the time the riders got through the first mile, just about everyone had bounced off the track. McNeil got crossed up in the woods. Lawson bailed off right behind him. This was to the advantage of Valley Motorsports, RPM, Kevin's Cycle, C-Cycle's Tom Norton and Knox Trail Riders hometown favorite, Lee Helliwell. Both riders worked their way from mid pack to take over third and fourth place respectively. Timothy held the lead for the entire lap, with Decker back thirty seconds in second place. McNeil rounded out the top five, down only seconds from Helliwell.

Helliwell got stuck not a half mile after the barrels, allowing both McNeil and Lawson to slide by. Lawson quickly put the move on McNeil, taking over fourth place.

Meanwhile, third place Norton was putting the pressure on second place Decker.

"I tried everything on Decker for the first lap but I

just couldn't get the pass," said Norton. "On the second lap, I just put a wheel on him for two miles before I finally got him in a mudhole."

At the end of the lap, Timothy still held the lead but Norton had closed the gap to only twenty seconds. Lawson was now in second place, back only five seconds more. McNeil was in fourth place but already down one minute with Bob Santheson hot on his rear wheel.

"I definitely had on the wrong tire," stated McNeil. "I just kept slipping and sliding. I just couldn't get in a groove."

As the riders headed out for their third lap, they began to encounter lappers. The lappers became a large factor with the lead riders. They all got tangled up on the final laps of the race. Norton was the first to get taken down by a lapper, losing another thirty seconds to Timothy on the third lap.

Timothy had his own encounter on the fourth lap

Norton. Lawson was in third place down another minute followed by Santheson and McNeil



Pat Timothy took the win at Knox, and sewed up the NETRA Championship once again.



Guess who appears to have forgotten all about retirement? Tom Norton (front) charged to a second at Knox and then won the Woodsocross outright. He's sneaking around AA class rider D.J. Lis at the start of the Knox.

crossing one of the mudholes. "I took the line to the right and the lapper went left," said Timothy. "His bike did a complete 180 into my line and knocked me right into the mud, my glove went right in."

Both riders pitted at the end of the fourth lap, Timothy still held the lead with exactly one minute on



Scott DeCosta took a hard-fought second place Junior at Knox, and then the win at Woodsocross.



Trading Places: Robert Langenback took the win at Knox, and a second place Junior at Woodsocross.

Timothy and Norton quickly pulled away from the rest of the pack after the fourth lap putting over a minute a lap on Lawson. Norton was also putting some time on Timothy, taking twenty seconds a lap off of his time, to close to within thirty five seconds as the riders headed out for the final lap.

"I kept reading the pit board on every lap," said Timothy. "So I knew where Tom (Norton) was. I didn't want to make any mistakes."

But on the last lap, Timothy's lead was almost ended. "I got real stuck in the mud on the last lap and no one would help me. I got all fired up and just ripped it out."

Timothy didn't lose any time on Norton, who was further back trying to get himself back together after his own crash in a rut. The two riders caught sight of each other in the final grass track but all Timothy had to do was keep it on two wheels for the final quarter mile. Timothy crossed the finish line taking the win and wrapping up the season championship with one event left on the calendar.

Lawson had a comfortable lead of just over one minute on fourth place Santheson as the two headed out for the final lap. But Lawson ended up having problems of his own.

"I hit a lapper on the last lap. I couldn't get back up on the bike. I was in a real rutted out section and every time I went to put my foot down, I'd step in a rut and fall over. Someone finally helped me but Santheson had already passed me by then," stated a disappointed Lawson after the race.

Santheson went on to take third place, his second best finish of the year, with almost two minutes on fourth place Lawson. McNeil held his fifth place position right to the end finishing back another eighteen seconds.

Nathan Kanney went on to take the Expert class High Point and eighth place overall, just eight seconds shy of seventh place. Kanney held the Expert class lead for the entire race, finishing over a minute ahead of his closest competitor, Chris Cramer. Cramer went on to take home first place in the Expert 250 class.

The Junior event was run earlier in the day with the riders running three laps in just under one hour. Robert Langenback had a forty second lead on Scott DeCosta for the first two laps but got stuck on the final lap. Langenback was able to hold him off, taking the win with only two seconds to spare on second place

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NETRA Hare Scrambles

DeCosta. Sean Mullaney took first place in the Mini class, with a comfortable lead of three minutes on second place Timothy Langenback.

In the Novice event, it was Novice 250 rider Eric McHugh taking the class High Point. McHugh completed the five lap event in just under two hours, edging out second place finisher Joe Kruzewski by just over three minutes. Kruzewski went on to take first place in the Novice 125 class with Derek Pacheco taking second.

We would all like to give a special thanks to the landowners for allowing the Knox Trail Riders to use their property for this event. Everyone had a great ride and we hope to see the Knox boys running a few more hare scrambles in the near future.

Woodsocross

Round 13, Voluntown, CT 10/3

The Rhody Rovers didn't get to put on a hare scramble last year after the state revoked their permit for using the state forest. But the club did some hunting around and found a nice farm just over the border in Connecticut. When you pulled into the farm, your first thought was "This is 'Woodsocross, isn't it? So, where's the woods?" There were corn fields upon cornfields, all ribboned off nicely for what looked like quite the motocross course. But the club actually added in plenty of woods. Almost three miles of the 5.7 mile course was in the trees, which consisted of all new single and double track sections.

We had received plenty of rain the weeks leading up to the race, removing any possibility of dust. There were several mudholes on the sides of the fields. The

Knox Hare Scramble

Class Results

Patrick Timothy KTM

Overall Champion

Nathan Kanney Suz

A High Point

Robert Maxon Hon

B High Point

Eric McHugh Suz

C High Point

AA

1. Patrick Timothy KTM

2. Tom Norton Yam

3. Bob Santheson Hon

4. Brian Lawson Yam

5. Luke McNeil Yam

Junior

1. Robert Langenback Suz

2. Scott DeCosta Suz

3. John Moore KTM

4. TJ Swistro Kaw

5. Ryan Pytko Yam

Mini

1. Sean Mullaney Kaw

2. Timothy Langenback Kaw

3. Paul Dellagheffa Kaw

4. Steve Dutil Yam

5. Chase Smith Kaw

Women

1. Tina Biello Yam

C 250

1. Brent Kipp Yam

2. Chris Knox Hon

3. Randy Brayton Yam

4. Josh Brown Hon

5. RJ Negro Yam

C Open

1. Mark Richo Hus

2. Steven Savoy KTM

3. John Olsaver Hon

4. Steve Geror Yam

C 125

1. Joe Kruzewski Yam

2. Derek Pacheco Hon

3. Mauricio Barrientos Hon

4. David Blais KTM

5. Charlie Delaura Yam

C Vet

1. Thomas Crawford Hon

2. Thomas Cooley KTM

3. James Ciarlo Hus

4. Michael Litwin Kaw

5. Joseph Cebik Yam

C 200

1. Sam Cotter KTM

2. Paul Smith KTM

3. Todd Harris KTM

4. James Menard KTM

5. Andre Cushing Kaw

C Four Stroke

1. Chris Nicholas Yam

2. Mike Marvin Hon

3. Steve Truss Hon

C Senior

1. Thomas Curtin Hon

2. David Dufresne Suz

3. Chuck Natsisky Kaw

Super Senior

1. Thomas Simeon

2. Jerry Shinnors

Masters

1. Tom Farley

B 250

1. Warren Plante KTM

2. Chris Chase KTM

3. Reginald Stevenson HON

4. David Vallee KTM

5. Todd Eily Kaw

B Open

1. Doug Fox Hon

B Four Stroke

1. James Simonds Yam

2. Greg Cechin Hon

3. Jim Green Kaw

B 200

1. Michael Wolf Kaw

2. Dan Young KTM

3. Peter Matteau KTM

4. Darren Lutz Hon

B Senior

1. Don Murray Kaw

2. David Kanney KTM

3. Steve LaBrecque KTM

B Vet

1. Dale Wager Yam

2. James Laurent KTM

3. Thomas Canesi KTM

A 250

1. Christopher Cramer Kaw

2. Matt Jalbert KTM

3. Robert Simeon Hon

4. Justin Provencal Kaw

5. David Simcock CRE

A 200

1. Keith Callahan KTM

2. Neil Dennett KTM

3. Ryan Dellagheffa Yam

4. Everett Maynard Yam

5. Boyd Brower Yam

A Open

1. Pete Byrne Yam

2. Rory Eastman Yam

3. Anthony Geracio KTM

A Vet

1. John Brown KTM

2. Mark White Suz

3. John McMahon Yam

A Four Stroke

1. Chris West Hon

2. Mark Burdick Hbg

A Senior

1. James Price Yam

2. Gerry Randall Yam

3. Jim Simone CRE

woods were rooty and rocky with lots of small rocks popping up around the fields.

The Juniors and Minis started the day running four laps. The riders headed straight down a field before taking a 180 degree down another long straightaway. The riders headed around a flat motocross track around several cornfields before heading into the woods. Robbin Phelan came around in the lead on the

first lap, followed by Robert Langenback. Phelan held the lead for the second lap but fell off the pace, moving down to seventh place at the end of the race. Scott DeCosta moved up from fifth place on the first lap to take over the first place position on the third lap. DeCosta kept the lead right to the end taking the win with two minutes on second place Langenback. Justin Tucker finished back another forty seconds to take

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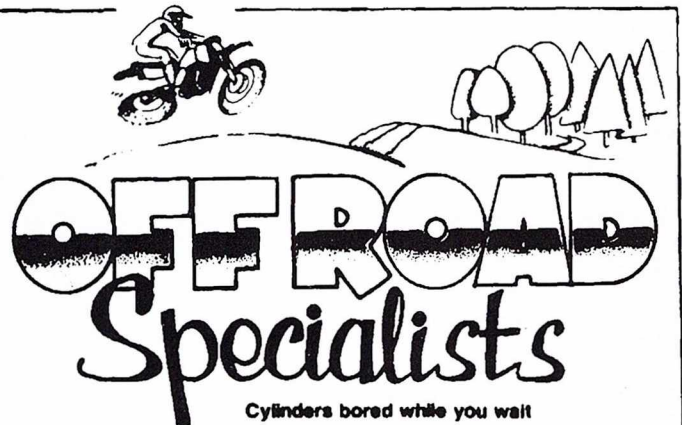


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Josh McLevy didn't ride Knox, and led a good part of Woodsocross before taking second to Norton.

third place.

Timothy Langenback won the Mini class with forty seconds on second place Paul Dellaghelfa. Sean Mullany took third place down another twenty seconds. In the Women's class, it was Heidi Landon taking the win, with over three minutes on second place Dawn Silvia.

The Novices ran five laps with Eric McHugh taking the overall just four seconds ahead of Josh Brown. Brown took home the first place trophy in the Novice 250 class with Chris Souza taking second.

The club was originally figuring to run the Experts and Amateurs for eight laps but when the riders lined

up, they decided to cut it back to seven laps. Thirteen AA riders were lined up on the front row, including all the three previous years' champions, Josh McLevy, Tom Norton, and Dunlop/Star/Regina/Scott-backed Patrick Timothy. When the gun went off it was Timothy grabbing the holeshot but when the riders hit the first 180 degree turn, McLevy went wide and held it pinned, passing the entire pack to take the lead. Timothy stayed in second, followed by Dennis Decker, Rick Claxton and Brian Lawson. Norton, as usual, was at back of the pack.

The field sections were well cut-in since the earlier races, with berms everywhere. The riders just railed around the track. The Juniors had been running laps in over sixteen minutes, but in under thirteen minutes the AA riders were exiting the woods and hitting the final field sections. The riders completed the last lap in 14 1/2 minutes.

Woodsocross

Class Results

Tom Norton

Overall Champion

Matt Jalbert

A High Point

Ryan Jump

B High Point

AA

1. Tom Norton
2. Josh McLevy
3. Patrick Timothy
4. Luke McNeil
5. Brian Lawson

Junior

1. Scott DeCosta
2. Robt. Langenback
3. Justin Tucker
4. John Moore
5. Brian Ciccaciello

Mini

1. Tim Langenback
2. Paul Dellaghelfa
3. Sean Mullaney
4. Matt Forrest
5. Jason Johnson

Women

1. Heidi Landon
2. Dawn Silvia
3. Tina Biello

C 250

1. Eric McHugh
2. Josh Brown
3. Chris Souza
4. Kevin Oliwa

5. Daniel Noble

C 125

1. Joe Kruzewski
2. Mauricio Barrientos
3. Derek Pacheco
4. Craig Richardson
5. M. Cimochowski

C 200

1. James Menard
2. David Cutler
3. Sam Cotter
4. James Place
5. Jeff Markle

C Vet

1. Tom Vallee
2. Jeff Green
3. Richard Zeleznik
4. Michael Litwin
5. William Robinson

C Four Stroke

1. James Peter
2. Rick Bactocetti
3. Frank Arleibold
4. Todd Rushford
5. Daneil Mileika

C Open

1. Peter Smith
2. David Oram
3. Brian Ronquilo
4. William Pendelton
5. Michael Serrilla

C Senior

1. Ed Carpenter Jr.
2. Robert Doyle
3. Rich Avery

4. Chuck Natsisky

5. Charles Kennedy

Super Senior

1. Paul Lussier
2. Peter Sullivan
3. John Nolan

Masters

B 250

1. Tom Farley
2. Ryan Jump
3. Jeff Naigle
4. David Vallee
5. Mike Carpenter

B Vet

1. Mike Kraskouskas
2. Paul Darezzo
3. Thomas Canesi
4. Stephen Morris
5. Eric Reinhard

B Open

1. Doug Fox
2. Pat Armstrong
3. Liam Zibell

B 200

1. Jarod Wheelock
2. Mike Wolf
3. Mike Wozniak
4. Darren Lutz
5. Dan Young

B Four Stroke

1. Chris Nicholas
2. James Simonds
3. Greg Corbin
4. Jason Charboneau
5. Adam Simcock

B Senior

1. Bob White
2. Steve Formanek
3. Chris Fahan
4. David Kanney
5. Steve Zdon

A 250

1. Matt Jalbert
2. Chris Cramer
3. Justin Provencal
4. David Simcock
5. Nathan Kanney

A 200

1. Keith Callahan
2. Denny Anderson
3. Todd Santheson
4. Ryan Dellaghelfa
5. Kevin Knott

A Open

1. Anthony Geraci
2. Pete Byrne
3. Bob North

A Four Stroke

1. Mark Burdick
2. Chris West

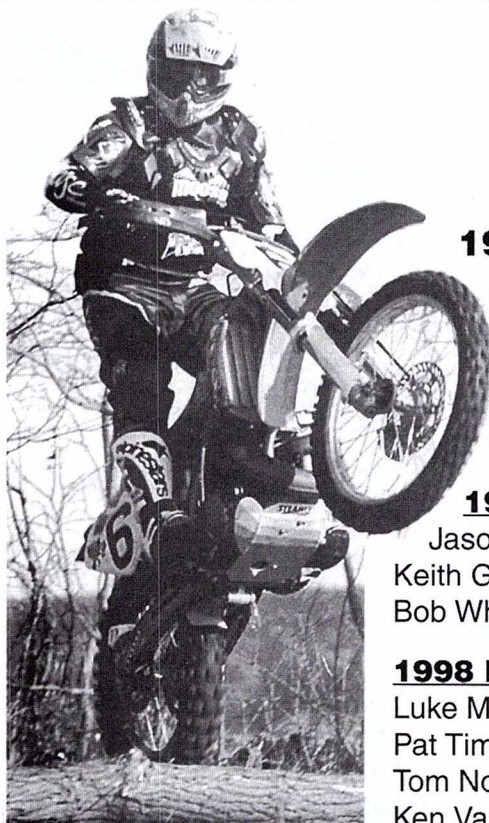
A Vet

1. Marty Mears
2. John Brown
3. Lionel Asselin Jr
4. Mark White
5. Chris Simpson

A Senior

1. Bob White
2. Steve Formanek
3. Chris Fahan

RER, MSR, EVS, Scott's McLevy had the lead with Timothy not ten seconds behind. A surprise to everyone, including himself, was C-Cycle, Valley



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CONGRATULATES PAT TIMOTHY 1998 NETRA Harescrambles Grand Champion

Our 1998 harescrambles team took six of the top ten overall finishes.

Nine of the top ten finishers are riding for us in 1999, including Josh McLevy who will contend the GNCC nationals and select NETRA events.

1998 Enduro Finishes

Jason Cayer, 1st AA, 2nd overall
Keith Goodell, 2nd, Super Senior
Bob White, 3rd AA, 4th overall

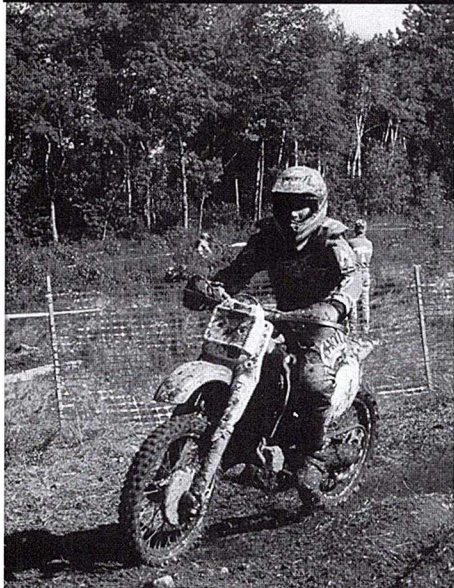
1998 Hare Scramble Finishes

Luke McNeil, 1st, 125 A Nationals
Pat Timothy, 1st AA, and Gr. Champion
Tom Norton, 2nd AA, 2nd overall
Ken Valentine, 3rd AA, 3rd overall
Ken Law, 6th AA, 7th overall
Chris Panzella, 1st open, 9th overall
DJ Lis, 1st 250cc, 10th overall

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ten riders can't
be wrong !

NETRA Hare Scrambles



Mark White, coming into the barrels. He was second place A Vet at the Hard Knox hare scrambles.

Motorsports' Norton running in third place after his bad start, down another thirteen seconds. Putnam's Luke McNeil was running in fourth place, down another ten seconds, followed by Lawson and Decker.

All the front runners could see each other as they ran through the fields after the barrels. But when they hit the woods, they began to spread out. "When we hit the woods, I lost sight of McLevy and Timothy," said Norton. "But I came across Timothy not far in, crossed up in a rock garden."

Norton passed Timothy, and by the time they exited the woods he had sight of McLevy. The two riders came around at the end of the lap with McLevy still in the lead but with only fifteen seconds on Norton. Timothy was now in third place, back another fifteen seconds. McNeil was holding onto fourth place but he had fallen off the pace by thirty seconds. Decker was in fifth place with Lawson not ten seconds behind.

By the end of the third lap, Norton was right behind McLevy with only three seconds separating them. Norton stayed glued to McLevy for the entire fourth lap coming through the barrels only a second apart. Norton pitted at the end of the lap, allowing McLevy to get a good fifteen second lead. But not half way into the fifth lap, Norton was back on top of McLevy.

"I was about four miles in, when I hit a rock and tossed the front end," said Norton. "I was up right away and caught McLevy a mile later. He slid out and fell in a slow left hander."

This gave ARTCO, IMS, Tech Tubes, RPM's Norton the lead for the first time, coming around with seven seconds on McLevy, who then had to pit allowing Norton to extend his lead. Timothy was still in third place but just couldn't get into the groove, dropping back over a minute. McNeil had fourth place with Lawson now in fifth.

Norton held the lead for the final two laps, cutting the lap times down to fourteen minutes five seconds. "I just pinned it and railed all the berms," said Norton. "I felt good and my bike was so plush and fast. When I first looked at the track, I thought 'Well, this is not a good track for me, Josh will definitely win this one.' But I got out there and my bike just worked awesome. I had a lot of fun."

Norton took his first win of the year with fifty seconds on second place McLevy. Timothy finished back another three minutes in third place. McNeil finished in fourth place down another minute, but only two seconds ahead of Lawson.

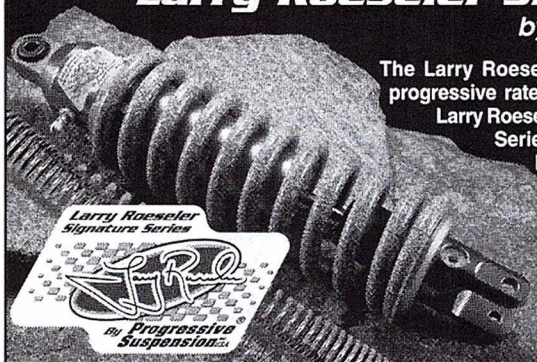
The year end championship had already been wrapped up by Timothy at the previous week's event. Now it comes down to a battle for second place between Clarkie's, Pro Circuit, Dunlop's McNeil and Lawson. McNeil's fourth place finish at Woodsocross puts him in second place, but with only two points ahead of Ronnie's Cycle, Torco, Scott-backed Lawson. Next weekend's Rooty Pilgrim will be the deciding factor on who will be displaying the number two number plate next year. ↑

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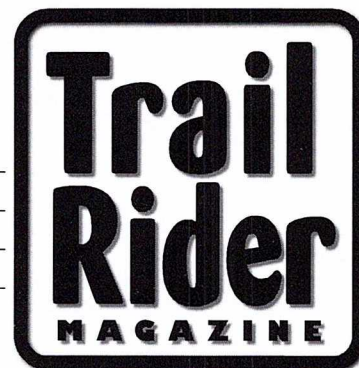
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MICHIGAN SCENE

Ty Davis clinches the National series way up north

Loose Moose Enduro

Round 2, Marquette, MI 7/18

After two rounds of the 1999 District 14 Enduro Series, Alan Randt is unbeaten and untied, atop his Lansing Cycle KTM. He rode to another strong victory this day after a few early morning knock out punches thrown by Dave Lipovsky II and Ron Scharporn, only to turn it up a notch in the last two sections of the day to take his second victory of the year. "The race was really fun this year," said Randt, "Some rain the week before made for perfect traction with a few slippery rocks, huge fun."

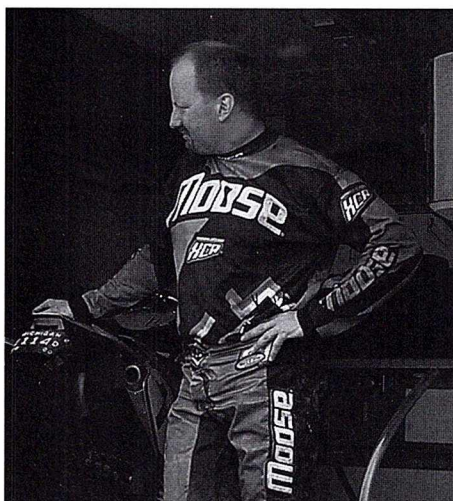
Everyone was greeted with a 14 mile, check-in, check-out section right off the bat. Lots of open areas with a few tight trees was the way the first points-taking section would be. A check-in right away at 3.2 miles caught a few people off guard, and forced them to play catch up for the rest of the day after spotting

posed to be 8 more miles of rocks, hills, and mud, but after the rain on Thursday the Sandstormers Motorcycle Club decided that the middle portion of the section as too wet to use. So after about a mile of trail, we got an unplanned four mile reset to catch our time back up. About three more miles of trail would take us to the check-out of the section. There was lots of fun to be had in this short three mile ride. A small rock face hill was said to have added a few points to some people's scores. Riding on minute 25, I had a clear path over the hill, but 250 A rider Tom Jonckhere, riding on row 57 said, "When I got there, it seemed like 50 people were scattered all over the place. We had taken a chance and gone in early and it paid off, it took a few extra minutes to get around but I didn't lose any more points than what I had taken a chance on."

After all the fun here, a reset of 15 miles at the next gas stop got every one ready for the longest section of the enduro, a 26 mile ripper to finish the day for the B and C riders. This section had a great mix of everything, rocks, mud, some tight trees, and some very fast open trail. Randt absolutely smoked everyone with a score of two at the check out. AA rider and second overall Dave Lipovsky II, riding two minutes in front of Randt on row 23, said "Man, he was flying when he passed me, I could not believe it!" Said Randt, "That section was great, my bike was working perfect and I just twisted it back." I'm sure fun was had by all up to this point in the race, and the B and



Ty Davis, here getting ready for the first day of the Six Days a few weeks later, was the big winner in the 1999 AMA National Enduro season.



Alan Randt, caught in the act of hunting for his chain lube. After two firsts and a third, Randt is looking good in the early season points standings.

everyone else 2 points. No one was able to zero this first section, but Randt and a few others came close, with ones and twos. After the check-out, a mile or so of fun single track took us into the first gas stop of the day.

After gas we started a section of 6.6 miles that would be a little more challenging and technical. Lots of rocks, a few small hills, and some mud were the fun for the next two race sections. A check mid way through the 6.6 miles would see the fast guys going twos and threes, with scores going up after that. The section ended with a known check-out, but the middle check would take enough points to make up for it. A 10 mile reset gave riders plenty of rest before hammering the trails again.

The next race section of the day was originally sup-



C riders were arrowed back to the start at the last gas stop. After a 12 mile reset at gas the A and AA riders were set for their last section of the day.

Most everybody was already tired up to this point, but the A and AA riders had 14 more miles of grueling fun ahead of them. This section would prove to be by far the toughest of the day. Everyone dropped a lot more points than in earlier sections of the day. Lots of rocks, mud, and hardly any fast stuff took its toll on riders. Alan Randt had only 6 points when this last section started, and ended the day with 21 points when he finished. A tired Randt said, "That section was tough but a lot of fun. I was really getting tired at the end, but hung on for as long as I could." I'm sure he wasn't the only one getting tired at the end, but the whole race turned out great. The weather was perfect and no dust. What more could you ask for?

Bersano Bags Jack Pine

Round 3, Moorestown, MI 8/1

Michigan Suzuki rider Blair Bersano won the 73rd running of the famous Jack Pine enduro in Moorestown, Michigan, this year. Taking some time off from the hectic GNCC schedule, Bersano fought off Ron Scharporn and Alan Randt to win his first District 14 enduro of the season. Blair's score of 30 was four points better than Scharporn's 34, Alan Randt was third with a 35, Kawasaki rider Vic Flegal was fourth with a 40, and KTM rider Dave Lipovsky II was fifth overall with a 41. This was Bersano's first ever Jack Pine win, after trying hard for the last few years. Said Blair, "I didn't ride too bad today, the race was a lot of fun, it feels good to finally win one." If Blair's Kawasaki last year didn't try to make like a grenade less than a mile from the finish this would have been two in a row. When reminded of that he said "Yeah, I know, I should have won last year, too!"

This year's Jack Pine was the 73rd in the long history of great enduros put on by the Lansing Motorcycle Club. A nice sunny day and cooler temperatures in the low 80s was a welcome change from the mid 90s and very high humidity of a few days earlier. Key time of 9:00 a.m. started everyone off on what would be a very tough enduro, lasting into the early afternoon. Nearly 90 ground miles with almost

by Brian Southworth

all of that being single-track trail and very little two track took its toll on everyone. The race consisted of sections ranging from the extra A and AA section of four miles in length, to a few race sections of 10 to 12 miles. Very short resets combined with the points taken would result in the majority of the 140 riders not getting much of a break all day. Most all B & C riders were very happy to see the extra A and AA section after the second gas because they got a much needed 15-minute rest.

When all was said and done, Blair Bersano topped them all. Lansing Cycle KTM rider Tom Jonckheere grabbed the High Point A trophy for the first time ever, "It feels really good to finally get one of these, I've been working really hard lately and it finally paid off," said Jonckheere. Another Lansing Cycle KTM rider, Rick Belles, rode to his second High Point B trophy of the year, and U.P. rider Nathon Zambon came all the way from Marquette, MI, to win the High Point C trophy. A great time was had by many riders, and most people left very tired and pretty satisfied after they finished.

Buzzard M.C. National Harrison, MI 8/22/99

With Ty Davis finishing third overall at round 13 of the AMA Acerbis National Enduro Series in Harrison, Michigan, he clinched his second National Enduro Series Championship. His first championship was in 1995 riding for Kawasaki. This year's championship stops Michael Lafferty's streak at two and gives Yamaha its enduro championship it was looking for when they hired Randy Hawkins in 1997.

Lafferty won the race, and with Randy Hawkins' DNF, Lafferty now has a stranglehold on second place in the series championship. This was Lafferty's second overall win in a row and second of the year. Michigan's Blair Bersano was second for the day with a 29, four points behind Lafferty's 25. Ty Davis was third with a 30. David Lykke traveled from Washington to capture fourth place with a 34 and another Michigan rider, Ron Scharporn, rounded out the top five with 35.



Taking on fuel. Davis at a reset at the Buzzard Motorcycle Club national.

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The Buzzard Motorcycle Club had a very challenging but also fun course in store for all who came to ride. The club used the restart format for all of its race sections, so no timekeeping equipment would be needed. All riders had six special test sections to race in, with A&AA riders having one extra special test section. Michigan is known for its endless miles of huge sand whoops, but the Buzzard MC had something different in store: LOGS! Most of the race sections used were of the "event trail" type, which means the sections only get used once a year for the race they put on. High winds and some nasty weather this spring meant tons of dead falls and logs. Lots of logs, more logs than most Michigan riders see all year, and a very few miles of sand whoops. The weather was very nice come Sunday morning and all riders in attendance were ready to race.

The first four mile race section of the day would be a nice warm-up for the rest of the afternoon. Lafferty, Bersano, and Davis all scored ones in this first section. The next special test would prove to be the beginning of the end for everyone trying to beat Lafferty. The A&AA section was 10 miles of handlebar-width trees that could probably have been walked faster in spots. Lafferty was the fastest rider to the middle check with a 5:44, everyone else had a 6:15 (Ron Scharporn) or worse. Lafferty's score of 8 at the check-out was two better than Bersano's 10, and three better than Davis's 11. Only two sections done and Lafferty had Bersano by three and Davis by four. No one knew it yet, but the fat lady was singing. The next two race sections would have Lafferty take another point from everyone and head into the first gas stop of the day with a score of 17. Bersano was second with a 21, and Davis next with a score of 22.

With only three more special test sections to go, it would be hard for anyone to catch Lafferty. The first



Mike Lafferty overwhelms a digital camera on his way to the overall win at the Michigan national. Lafferty's late season charge was not enough to take the championship away from Davis.

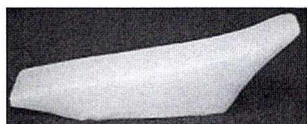
race section after the gas stop was seven miles in length and Lafferty, Bersano, and Davis would all race to 3's. Lafferty had a 3:03, Bersano a 3:40, and Davis a 3:39. Some free territory and the longest test of the day would take everyone into the last gas stop. The 12-mile section before gas would prove to be the fastest section of the day with Lafferty adding another

point to his lead by only dropping one point in the test. Bersano and Davis would each drop two points, and the scores went up from there. When the scores were added up at the last gas, Lafferty still had a commanding lead with a 21, Bersano had a 26, and Davis was third with 27. With only a short 7-mile test section left, Lafferty would have to experience major problems to lose the race.

Parts of the last section were some of the A&AA section run backwards. This was the first time the B & C riders got to see the tightest trail of the day. Blair Bersano was the fastest through the section with a score of 4:56, and Ty Davis also just squeezed in with a 4:58. Ron Scharporn was third fastest with a 5:02 and Michael Lafferty's 5:10 was next. Bersano and Davis both made up a point on Lafferty but it was not enough, Michael would still have plenty of breathing room and would come out on top with a score of 25 for his second National overall win in a row. Blair Bersano's second place finish would tie his career high of second overall, the same as last year's national in Michigan. Ty Davis was now the new 1999 Acerbis AMA National Enduro Champion with his third place finish at the Michigan event.

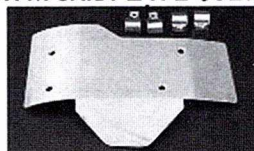
Blair Bersano's second place made him our 1999 District 14 Enduro Series Grand Champion. Ron Scharporn was fifth overall, second in District 14, and Jon-Erik Burleson was sixth overall with a score of 36 and third in D-14.

The Buzzard Motorcycle Club did a terrific job all weekend long from sign-up through the trophy presentation, scores were tallied quick and everyone was on there way home in a very timely fashion. Congratulations to the Buzzard MC for a very fine National Enduro, and congratulations to Ty Davis on his second National Enduro Championship. ↑

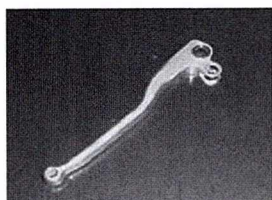


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THE BEST BIKE EVER?

It's hard to argue with someone over the XR250

By Charlie Williams

Recently my brother decided to buy a dirt bike. It had been 18 years since he owned his '78 Husqvarna. The reason he quit riding is because he hates to work on mechanical stuff. He can shuffle bed pans like he's playing three card monte but to turn a wrench, he quit riding over it. Then, buying into the fact that I am a big time magazine guy, he asked my opinion on which bike he should buy. My mind raced through the possibilities. I really like the Italian TM bikes, or the ultra trick Vertamatti. Ohhh, the Husaberg electric start. Even the 605 ATK crossed my mind. His reply was simply: "Those bikes are all \$7,000 dollars!"

"Yeah, but," was my reply.

He said he wanted a new bike that didn't cost a fortune. He wanted one he never ever had to work on. He wanted a bike he could put a license plate on and ride around town. He wanted a good Colorado bike, this requires a bike with good gas mileage and a wide, easy to use power band.

Two bikes came to mind. The Kawasaki KDX200 and the Honda XR250. My brother was drawn to the



You've seen far too many of them to think that they're even pretty anymore, but that's not the point. The appeal of the XR250 is its timeless design and willingness to pretty much take you anywhere you want to go.

Next he mounted a pair of Enduro Engineering hand guards and deflectors. You can tell these are the best because they are what all the experts buy. Randy Hawkins sports the Cycra brand, but they're not as sturdy as the Enduro Engineering units, in my opinion.

Then he bought one of those muffler caps from Thumper. This gave him a few more ponies and a little more noise. Stock, the XR was choked way down

We laid out a two mile trail through the woods and timed each other on every bike. All of us were the fastest on the XR250 and slowest on the KX250. This was funny because the KX could run circles around the XR out in the field, but back in the woods the XR was the bike.

Now if you live out west in desert conditions maybe the XR would be too small, but for everywhere else in the country, the XR is an excellent mount needing very few modifications. Oh sure, you could spend a fortune on one, but stock it works pretty well. With a few modifications the XR is a world beater. Just ask Chris Smith, he has ridden one for the American Trophy Team in Six Days competition. He won another gold medal last year in Australia, on an XR250.

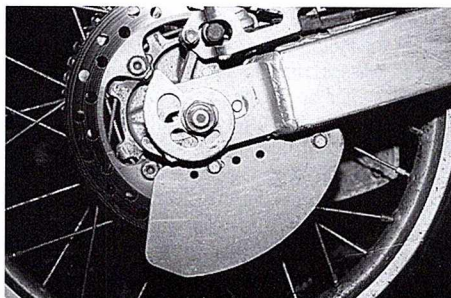
It is rare that a Japanese bike gets the Charlie Williams nod of approval, but the Honda XR250 sure does. ↑

four-cycle reliability and the fact about not having to mix the gas and oil.

By now photos of the Cannondale are out and I'm showing them to my brother every chance I get. He just shook his head and pointed at the price tag. He bought and had delivered to his door a Honda XR250, for about half of what the Cannondale will sell for.

I called and got him all the catalogs—Thumper, FMF, White Guys, No Style, WER, EE, E-Line, BBR, Stroker. I made a long list of improvements he could make. Buy that Twin Spar aluminum frame from BBR at \$3500, send the motor to Thumper, and send the suspension to WER. Buy one of those seat tank combos from A-Loop. Aluminum handlebars, titanium foot pegs, alloy frame guards. Steering conditioner from WER; I was going to fix my brother's bike up good. Again he shot me down. He was going to make some modifications, but very few. Here's what he chose to do to his bike.

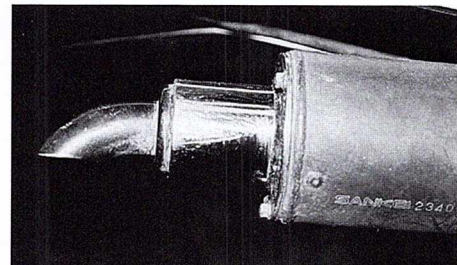
First he wanted new aluminum bars. He chose the Acerbis brand of tapered handlebars because they have the universal adapter so he didn't have to buy the Applied Racing Triple clamp like I had suggested.



and very quiet. The new end cap lets the motor breath a little better without being too loud.

Next he bought a pair of those fork cap extenders from Works Enduro Rider. They replace the stock caps and allow the forks to be pushed down in the clamps another half an inch, making the bike more stable in a straight line. While the forks were apart he exchanged the springs with a set that matched his weight and riding level.

That was everything he needed to do to his bike, because he can run right there with the rest of us now. One day we had a test. We had the XR250, a 1999 KX250, my 1995 KTM300 and a 501 Husaberg.



I couldn't get my brother to go for the full boat BBR treatment, but he did do some things to the bike. A set of WER fork cap extenders made the front end longer, and Thumper's muffler cap is a good compromise between power and noise. The shark fin is a concession to Colorado's rocks, and a good one.

HOME BOY ADVANTAGE

It's a Lafferty feast at the Tri-County hare scrambles

By Mark Uth

Tri-County Hare Scrambles

Round 5, Port Elizabeth, NJ 10/3

Mike Lafferty got the holeshot at the ECEA Tri-County hare scrambles and parlayed that jump into an easy overall win. Run virtually in his own backyard, the two-time national enduro champ lead the race wire to wire, finishing with a nearly two minute margin over his brother Richard (KTM). The two Lafferty brothers were the only riders to make the cut-off for the eighth and final lap. Campaigning a '00 model year 250 EXC, the KTM factory sponsored rider was surprised at the ruggedness of the course. "That thing was tough," Mike quipped, "I didn't think that it would be that fast. After a few laps, the course was chopped, beat up—definitely good training."

Rich Lafferty, on the other hand, used a completely different approach to score the second overall finish. "My bike wouldn't start on the line, and by the time it did, I was dead last." The Bromley KTM, MSR, Enduro Engineering, Novacare, Arai-sponsored rider passed everyone except his brother Mike during the course of the two hour event. When asked who presented the biggest challenge, Rich replied, "Freddy (Hoess) was the toughest to pass, hands down."

Regarding Hoess (Hus), the defending series champ was back in the saddle a mere five weeks after his serious injury at the Beehive Enduro. Still in the hunt for the championship, Hoess rode the event with a broken jaw (wired up), picking up seventh place points in the process. It was a tough guy act, although he was definitely hurting at the finish. Billy Atkinson (KTM) filled out the podium with a third place finish, coming in less than two minutes behind Rich Lafferty

at the end of the seventh lap, but missed the cutoff by a minute, 13 seconds. Atkinson's good showing, however, coupled with the lesser finishes of Hoess and Jeff Kirchner, locks the series in a virtual three way tie for the championship lead with three rounds remaining.

The club planned a two event card for the day, one

quickest lap time around the course all day was turned in by Mike Lafferty on his first lap. Clocking in at 16 minutes flat during the first pass through the barrels, Lafferty was fresh and apparently unencumbered by



heat each for motorcycles and ATVs. In a bit of a change, the motorcycle main event went first, all classes running the same race, that started at 11 a.m. A fast six-plus mile course was used that afforded high speeds and ample passing lanes through open woodland of pine and oak. Recent rains in the week preceding made for good traction with little or no dust. The day's weather was just about perfect, although it warmed up some later in the day. Temperatures hovered around 70 degrees at the start, climbing to near 80 later in the afternoon. Skies were clear and cloudless.

Out of the chute, Mike Lafferty got the holeshot cleanly and made it stick through several flat turns that riders negotiated in a hard-pack gravel pit. Aussie Shawn Reed challenged, but a bobble in the first turn relegated him to the second position. Entering the woods after the start, the order was Mike Lafferty, Reed, Jack Lafferty, Jr. and Bill Atkinson. Surprisingly, the

Clockwise from above: Mike Lafferty came out for a little training ride and ran away with the win. He was joined by his brother Richard, who finished second overall, and Fred Hoess who piloted his Suzuki to a fourth-place finish. Left: Australian Shawn Reed finished second in the A200 class.



Kevin Bennett, another local boy, rode his KTM125 to a strong first in the A200 class.

lappers and deteriorating course conditions. Most top riders consistently posted lap times around 17 minutes, give or take.

Rich Lafferty was on the move early, passing nearly the entire field to advance from dead last to third in class on the first lap. Later, he passed Atkinson just before coming into the barrels on the second lap to take the number two position, a spot he held for the rest of the day.

Kevin Bennett was another rider who seemed to gain speed as the day wore on, actually passing class

Tri-County Hare Scrambles Unofficial Results

A 0-200

1. Kevin Bennett
2. Shawn Reed
3. Jack Lafferty, Jr.
4. Dale Hiles
5. Todd Quinn

A 201+

1. Mike Lafferty
2. Rich Lafferty
3. Bill Atkinson
4. Fred Hoess
5. Marc Grossman

A Four Stroke

1. Steve Larkin
2. Phillip Krobb
3. Preston Sullens

A Veteran

1. Craig Shenigo
2. Bip Gungelman
3. Mike McHale
4. Phil Carlin
5. Mike Beeler

A Senior

1. Kevin Reed
2. Mike Bianco

A Super Senior

1. Scott Wolfersberger
2. Jack Lafferty, Sr.
3. Tom Phillips
4. Rich Trader
5. Rocco Spano

B 0-200

1. John Hummel
2. Steve Brown
3. Alan Bopp

4. Ron DeCaro

5. Kevin Kamuca

B 201+

1. Mike Berenbak
2. Giles Ryan
3. Jeff Brown
4. Jim Shainline
5. Chris Vecchione

B Four Stroke

1. Mark DiPasquale
2. Mark Schleeweis

B Veteran

1. Bill Gilmore
2. Mike Thompson
3. Andrew Sinboli
4. Rodney Wilson

B Senior - none

B Super Senior

1. Mike Larson

2. Tim Stibitz

3. Linsay Pirie

C 0-200

1. Roger Wood
2. Rich Stewart
3. Mike King
4. Ryan Boyd
5. John Erickson

C 201+

1. Brian Burt
2. Phil Uhland
3. Mike Gehres
4. Mike Erickson
5. Joe Hareno

C Four Stroke

1. Geoff Christas
2. James Williamson
3. Mark Burkholder
4. Frank Christas

rivals Reed and Jack Lafferty, Jr. on their last lap. After being passed by Rich Lafferty, Atkinson settled into a sustainable pace that kept him ahead of Bennett, Reed and Jack, Jr., but failed to challenge the top two.

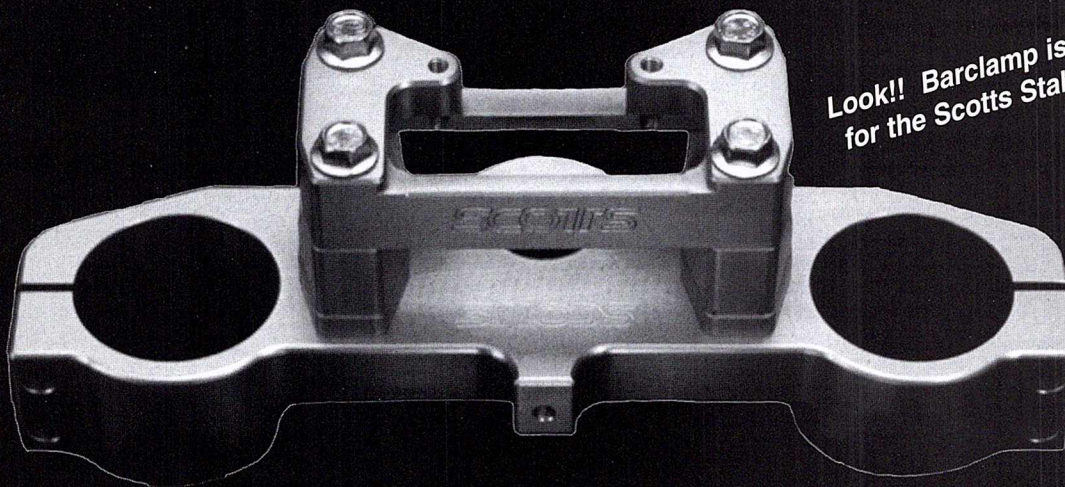
And for KTM factory pilot Mike Lafferty, it was another day at the office, setting a blistering pace for his homeboys and cruising to victory. Regarding the '00 KTM, Mike raved about the new upside down fork. "I liked the (50mm) Zoke Magnum on my '99, but this new White Power fork really works great." And he'll certainly get plenty of time to prove it, as the junior Lafferty has already re-upped with KTM for next year. Second place finisher Rich Lafferty likened the event to this years GNCC racing. "There's no pace anymore; just drop the flag and floor it." Bill Atkinson secured the final podium position and with it firmly asserted himself in the battle for the series championship. Unofficial points tally have the top three riders (Atkinson, Hoess and Kirchner) separated by a single

point.

Kevin Bennett's (KTM) strong finish earned him fourth overall seeding and top marks in the Expert 0-200 class. Rounding out the top five overall was Shawn Reed, who hung tough aboard his Husky 125, finishing ten seconds behind Bennett. Jack Lafferty, Jr. (Suz) showed up for the second week in a row with a new RM125, but unfortunately didn't have the same favorable results as the week previous. Jack came in a little less than two minutes behind Reed to claim sixth overall honors, while a hurting Fred Hoess filled the seventh overall spot. Series regulars Steve Larkin, Marc Grossman and Craig Shenigo rounded out the top ten, finishing eight, ninth and tenth overall, respectively. The series will be decided soon enough as three rounds (Budds Creek, Lummis Mill and Lembo Lake) fall over the next five weeks. Rounds four (PBER) and eight (MCI) were cancelled, reducing the series to seven rounds. ↑

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KTM's WEE/XC

How about a mini machine that's just like Mike Lafferty's?

By Paul Clipper

I feel sorry for the bikes we rode when I first started riding. We would meet at the sand pit leased by the Blackwood Moto Enduro Club, fire up THE bike and it wouldn't get a rest all day. There'd be three guys riding one Suzuki TS250 Savage, and when one guy would get tired of crashing, the bike would come back in and somebody else would jump on it. We'd rail around the pit motocross course all day, not because we particularly liked motocross, but the rules of the game dictated that the person who was spending his turn on the bike had to stay within view. Because there were two other riders waiting impatiently, naturally.

Even though we spent most of our time in the pit, the bike, and later on, the BIKES, all had headlights on them. When we wandered from the tire-lined course our dreams of enduro glory took over. As we each came into possession of our own machines, they were invariably enduro bikes of one type or another, because enduro was what we really wanted to do. We wandered farther and farther from the pit, as the years went on, until, well, here we are today.

Now we have kids of our own, and they've grown up with a seemingly endless progression of dirt bikes through the garage, every one of them an enduro bike. When my son was finally big enough and interested enough in a mini bike to really desperately want one, I came home with a KTM 50 PeeWee machine, and he was thrilled...for a few minutes. Then the big question came:

"Dad, how come it doesn't have a headlight on it?"

"Well, it doesn't have one. It's a motocross bike, really."

"Well, we can put a headlight on it, can't we dad?"

It was the same story with the KX60 that came later. Nice bike, Zack said, the only thing wrong was it didn't have a headlight, or a kickstand. He still rode

it, of course, the riding was key. But it wasn't an enduro bike, that was plain to see. It wasn't like my bikes.

Unbeknownst to us, however, Mike Rosso at KTM was busy creating something neat in the back room at KTM. Mike is the Senior Technical Advisor at KTM, and as such I guess he has a lot of time on his hands (joke). He had one of the final prototype 65 SX machines laying around dormant, and one night he started hanging lights on it, just to see what it would look like. You see, he has a young son, too.

The E/XC headlight shell didn't look bad, but it was kind of tall. With a saw and a razor knife he carefully trimmed it down, and it looked better. With a small aluminum bracket added it mated up to the plastic



The WEE/XC fills the desire for a bike "just like dad's!" Both the lights and the odometer are fully functioning, as is the spark arrestor. So what if all they want to do is the moto jump?



posts on the front fender just fine, and he went looking for an E/XC taillight assembly to see how it would fit. More plastic trimming and it slipped under the fender no problem. Still a little big, but it was close enough. The 65 looked just like an enduro bike!

Like most technical types, Mike pushed it as far as he could. He took an E/XC wiring harness out of stock and wired the lights up properly, but then had to find a power source. The little 65 engine has a typical ignition-only motocross magneto, and there's no way anybody makes a lighting coil ignition, and there's no one crazy enough to build one, so batteries turned out to be the answer. Quickly scouring the local Radio Shack produced a 9.6 volt rechargeable battery pack for a kid's remote control toy, and for another few bucks the recharging transformer for it. A few minutes of soldering had the power source in place, along with a little plug to recharge it from, with everything tucked into the airbox.

KTM 65 SX Specifications

Engine Type:	Liquid-cooled 2 stroke
Displacement:	63.6cc
Bore/Stroke:	45 X 40mm
Transmission:	5ix-speed
Gearing:	12/46
Chain:	size 420
Tank Capacity:	3.5 liters (0.9 gal.)
Carburetion:	Mikuni VM24
Ignition:	Seletttra NW21
Forks:	Paioli 32mm
Suspension Travel:	200mm
Front Brake:	Hydraulic disc
Front Tire:	Bridgestone M40 80/100-14
Rear Suspension:	WP mono
Suspension Travel:	240mm
Rear Brake:	Hydraulic disc
Rear Tire:	Bridgestone M40 80/100-12
Seat Height:	750mm
Wheelbase:	1130mm
Ground Clearance:	280mm
Claimed Dry Weight:	114.6 lbs.
Suggested Retail Price:	\$2848 (more w/EXC parts)



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At this point, why not go all the way? Mike dug out one of the old metal odometer drives, from the early '80s machines, and fitted that up to the front axle and hub. He modified a speedometer cable to fit, and then topped it all off with a standard E/XC odometer head. The odometer bracket has a spot to attach the headlight switch, and with that the WEE/XC was complete.

Mike added "65E/XC" stickers to the side of the fender, and then the question came up, what to do with it? The answer, naturally, was "Why not send it to Trail Rider? They won't test a motocross bike, so it's a natural." We also had at least one 10 year old boy who would lust over it. And then, of course, Jungle Dave has a couple of sons, and Mark has a boy who might be a little big, but not TOO big, and you get the picture.

It's a cool little bike. In a package that boasts a seat height of about 29 inches, the 65 "WEE/XC" has a pair of Paioli forks and a WP monoshock that deliver nearly eight inches of suspension travel in the front and nine and a half in the rear. It also has disc brakes front and rear, and if you think the kids don't notice such things, think again. Tires are the standard 60/65cc fare of 14 inch front and 12 inch rear, both Bridgestone M40s. The whole package tips the scales at about 115 pounds.

The motor on this 65 is incredible. It starts up as easy as a lawnmower, but after that it's up to the rider. You watch the real race kids ride these things and they're wringing them out to 11,000 rpm and doing about 50 on the long straights, and it makes you just a little concerned about putting your kid on one. But actually the 65 is very agreeable to whatever the kid wants to do. And, after a couple of crashes, believe me, the kids don't let it get away from them. Zack

Parts/Modifications List

Headlight mask ('99 125/380 E/XC) complete.
Taillight/fender extension (rear '98/'99) complete.
E/XC wiring harness ('98/'99).
Push/pull light switch.
9.6-volt rechargeable battery pack (remote control toy, Radio Shack).
Plug in connectors for battery to harness.
KTM E/XC odometer with bracket ('90-'00).
Duke speedometer cable. ('95-'99).
Speedometer wheel drive with 2.1:1 ratio.
Enduro Engineering hand guards, (special made).
Supertrapp spark arrestor muffler, (special made).

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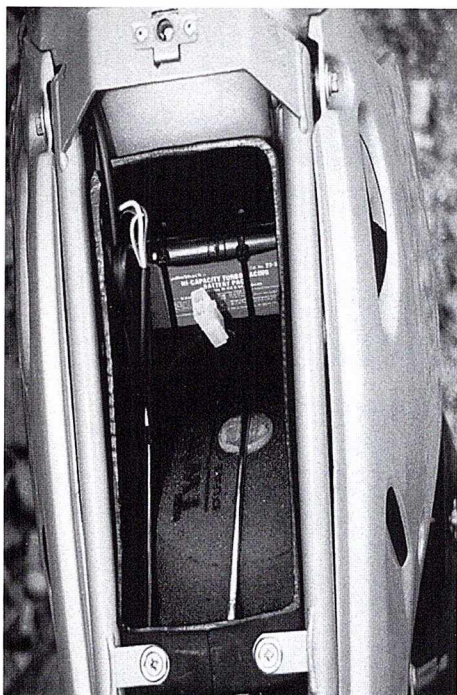
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A 9.6 volt rechargeable battery from a Radio Shack remote-control toy supplies the power to the lights. They'll last a little less than an hour with 9.6 volts.

rides the thing buzzing along at a tame engine rpm, and sane speeds, only now and then goosing it a little just to throw a roost on a long, clear straightaway, and the 65 doesn't bog or stall or foul plugs. It seems like you can ride this little machine just about any way you



A standard KTM odometer head is tucked behind the headlight shell, and cabled to one of the old-style metal odo drives.

want to, and it's happy.

Of course, the adults can't resist taking a spin as well, which we can't recommend. 200 pounds is way too much for the chassis and suspension, and the handling is sketchy at best. But the engine still pulls like a banshee, and with six gears to drive it around you could get hurt rather quickly. Best to let the kids ride it.

And that's no problem. While we kick back with a beverage and a lawn chair, we watch the backyard GP track while the WEE/XC gets traded back and forth just like that Suzuki Savage did many years ago. The kids still stay right on the shortest, most open part of the "motocross" track, mainly because there's a jump on it, but also because near-misses with the trees on the longer course has given them all a case of the willies. But the WEE/XC is a real enduro bike, and that's what matters to them. The real ENDURO riding, well, that'll come in time.

KTM doesn't offer a "WEE/XC" or an enduro version of the 65 SX for sale, so don't even ask. The bike illus-



That's the enduro rear light is a little big for the fender, but it still looks okay. Bet you'd have to adjust the sag with a license plate on it.

trated was a one-off project bike, and we offer the information on it here just in case you want to build something similar yourself. And if you're like us, we know you have more than one old headlight shell laying around, and those batteries from your cordless drill should work just fine...you know what we mean?



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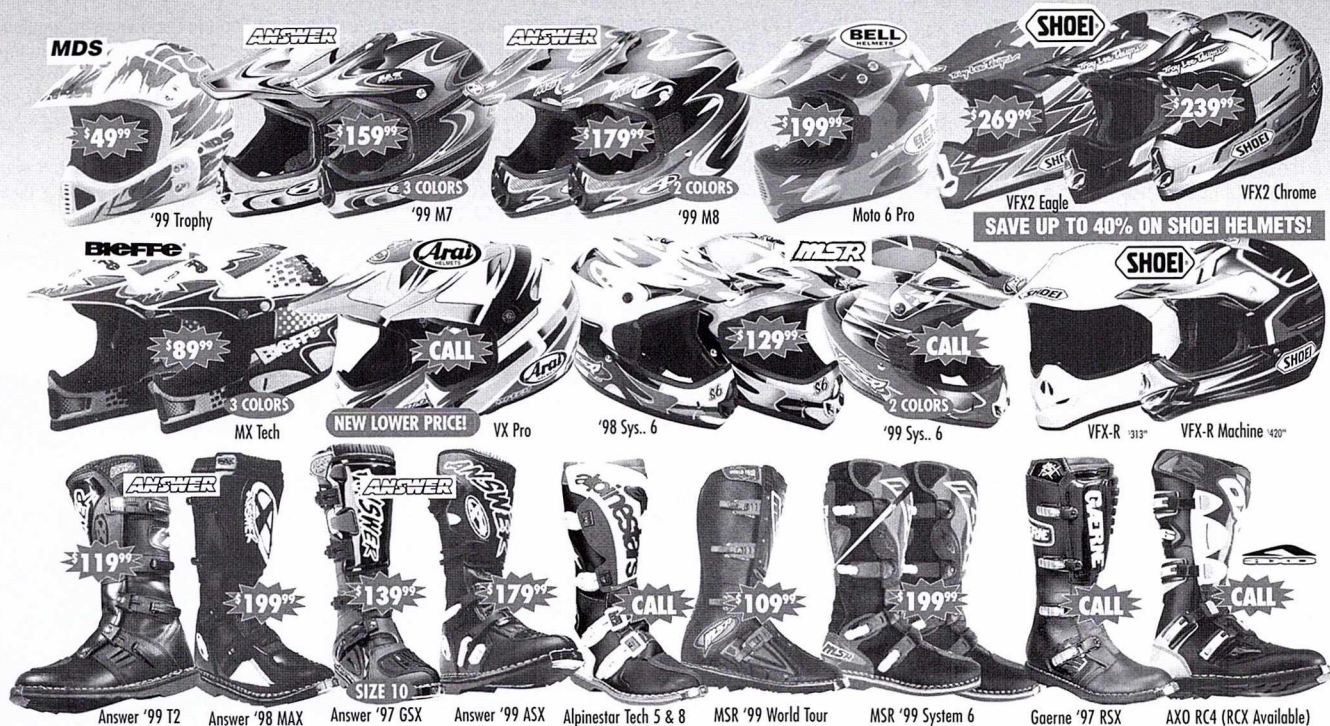
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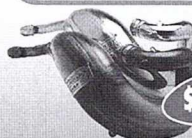
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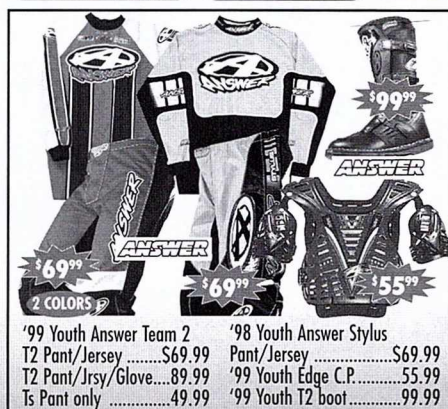
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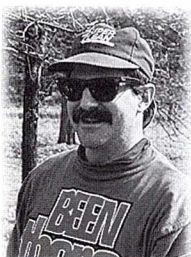
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by Mark Uth

Motorcycle Maintenance 101



Changing a Shock Spring

One of the pitfalls of having years of experience wrenching on just about every conceivable motorcycle is a blind spot toward the trials and tribulations of novice mechanics. While we often espouse on finer points of say, carburetor tuning, many green mechanics are scratching their heads saying, "what's a jet?" Subsequently, we're going to start occasionally writing technical how-to stories clearly focused on the basics and with plenty of background to help mechanics. Here's our first installment.

Spring Removal: Simple How-to Procedure

- Remove shock from the bike. On most bikes this entails removing the seat, silencer and rear subframe. The bike must first be supported on a bike stand.
- Secure the shock in a vise. The best place to clamp on is the tongue (upper mounting) at the top of the shock. Be sure to protect it from damage from the vise jaws by using wood blocks, heavy cardboard or rags. Don't ever clamp on malleable aluminum parts like the shock body, reservoir, or clevis.
- Before beginning the spring removal process, measure the preloaded length of the existing spring. This will allow you to get back to a ball park sag setting prior to re-installing the shock on the bike. Additionally, check your owners manual to be sure that the compressed spring length is within the spring preload specifications for that suspender. Bear in mind that an over preloaded shock spring could lead to serious shock damage, not to mention perform poorly.
- To begin the spring removal, back off (read: loosen) the spring preload adjusters (spanner nuts for most, locking collar for newer KTM PDS). Spanner nut schemes use two nuts tightened against each other to prevent creeping. Spanner wrenches are the best option for spanner nuts. However, if none are

available, a drift pin and hammer is one alternative; a large pipe wrench another. Loosen the top nut first and unscrew it as far as it will go. Follow with the second one. Sometimes the lower ring can be turned by simply turning by hand the shock spring itself. It is recommended that the threads on the shock body be cleaned before loosening the preload adjusters. Use a light solvent/lubricant like WD40, a soft bristled brush and/or compressed air. This will make loosening of the spanner nuts much easier and reduce wear and tear on the shock body threads.

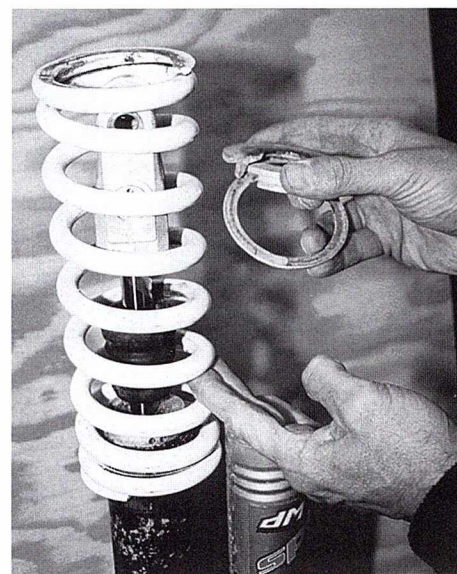
- Sometimes, even with the preload rings completely backed off the shock spring remains slightly compressed. If you're handy with screwdrivers, you can almost always manipulate things to compress the spring slightly while sliding out the retaining washers. It can be tricky sometimes, and there is an injury risk, so be careful. Another option is to compress the shock spring using a spring compressing tool (like the ones used for changing the springs on automotive McPherson struts). Spring compressors are available from most auto parts suppliers.
- To slide out the retaining washers, first slide down the shaft-mounted shock bumper.
- Remove the retaining washer(s) at the clevis end of shock with the help of a large, flat-bladed screw driver, if necessary.
- Slide the spring up and over the shock body. We're halfway there.
- Doing the reverse, replace the old with the desired new spring. If by chance you're installing a variable rate spring, install the most tightly wound end of the spring upwards (toward the upper shock mounting). This helps minimize unsprung weight (ever so slightly).
- Reinstall the retaining washers and screw down the preload adjusting nuts, setting preload to the mark previously measured. If you forgot to measure before disassembly or for some other reason have no preload figure, consult your owners manual.
- Reinstall the shock on the bike and be sure to grease the upper and lower shock mountings in the

process, if they call for it in the owners manual. While you're at it, check these bushings for wear and replace if necessary.

- Finish the job by adjusting your rear end sag to something near 100mm.

Related projects (read: projects you might want to take on while you've got your shock off your bike)

- Service shock oil (use a professional, please).
- Clean, inspect and grease swing arm and shock linkage bearings, bushings and seals.
- Clean debris out of shock seal wiper. ↑



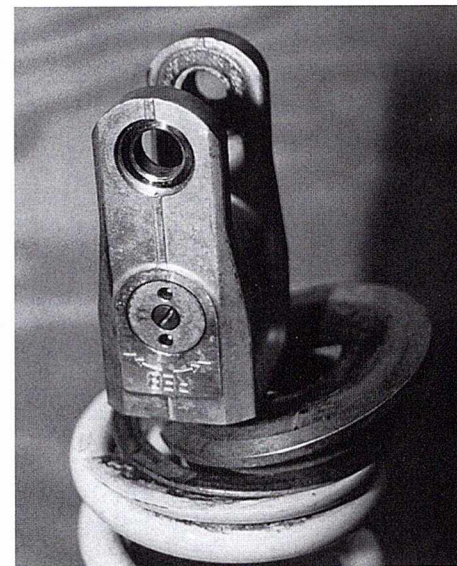
Once the retainer is out the spring just slides right off. Clean everything up pretty before reassembly.



On this WP shock, you need to loosen the pinch bolt and then the shock preload collar



The spring retainer sometimes is a tight fit even with the preload loosened all the way up.



This retainer has a washer under it; carefully separate the two before prying out the retainer.

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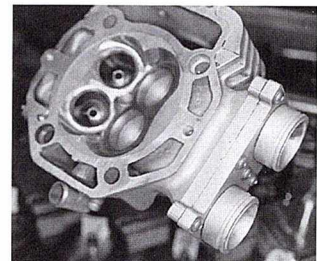
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Creatine

Many athletes are willing to experiment with performance-enhancing drugs or dietary supplements to gain a competitive edge. This is not news. One of the current surges around the country is the use of the dietary supplement known as creatine (creatine monohydrate). This supplement is very popular amongst bodybuilders and performance athletes. Its use began in 1992, when a study by Harris showed that high doses resulted in a 20% increase in the amount of creatine concentration in skeletal muscles. But the study made no conclusions about its effect on athletic performance. That didn't matter to the health supply companies that started to market it right away. It is a legal substance and is not banned by the NCAA or the Olympic Committee.


So what does this have to do with dirt biking? Some competitive riders are using creatine as part of their training program and feel that it helps their performance. Creatine monohydrate, or "creatine," is a compound that is the synthetic version of creatine phosphate, an amino acid found naturally in most of the cells in the body, particularly the skeletal muscle cells. Both forms of creatine are

involved in producing ATP (adenosine triphosphate), which is the energy source used by muscles to contract and move your body around. The body doesn't store much ATP and during exercise it is used up. Theoretically, by taking extra creatine you replenish the ATP that is used and increase the amount available for use in the muscle cells, leading to prolonged workout or exercise sessions, achieve greater strength and power levels, and increase lean body tissue. Creatine supplement is taken by mouth and typically begins with a loading dose of 20 grams/day for 5 days followed by a maintenance dose of 2 grams/day, taken indefinitely.

Does creatine aid in performance? Studies examining the performance-enhancing ability of creatine are conflicting. About 1/3 of athletes using creatine are unable to absorb extra amounts into their muscles, thus experiencing no improvement in their performance or lean tissue mass. Recreational athletes, which many of us weekend racers are, can ingest ample amounts of creatine in our normal diets that include meat and fish. Positive effects of creatine supplementation may be limited to higher-level athletes who deplete their

creatine levels faster than they can replenish by diet alone. Creatine may be counter-productive for some endurance athletes like marathon runners or long-distance cyclists, or in our sport, enduro and cross country riders. Given its role in energy production, creatine supplementation appears most effective for serious athletes involved in sports requiring short bursts of explosive power, like weightlifting, sprinting, football and motocross. The studies to date have focused on the short-term effects of creatine, and the long-term effects of use over months or years is not known yet.

Many adverse effects from creatine use have been reported and include; muscle cramping, diarrhea, abdominal pain, kidney dysfunction and dehydration. The potential for numerous other side-effects exists but have not been studied with long-term use. If you are considering using creatine consult your doctor and discuss its use before making a decision. Remember that a chemical doesn't take the place of dedication and hard work in training for your sport, and the results you can obtain in performance.

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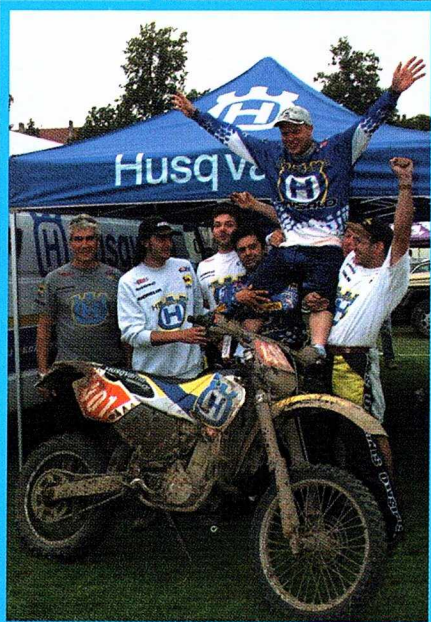
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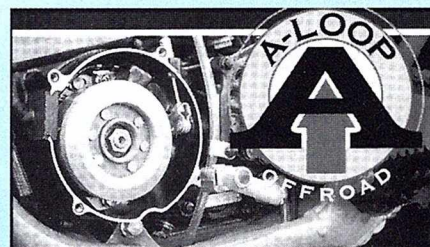
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More Dual Sport

I'm hoping most of you readers belong to the American Motorcyclist Association because only they can make a stand against some wild eyed congressman proposing anti-motorcycle legislation because his mother never liked them after a ride that messed up her seven dollar,

quick-energy treat to carry in your riding jacket pockets if you happen to be married to ladies who could never remember to pack a sandwich for you to take along with the can of tuna fish, a folding fork and a P38 opener.

I was forced to dole out the malted milk balls in sandwich bags after I caught Ed

three empty peanut butter jars to hold the malted milk balls on the assumption that no rider would have the effrontery to pour a whole jar of the things into his fanny pack. I'm not really sure what effrontery means but I assume editor Clipper don't know either so he'll probably leave it in. (ed. note: I don't know what effbackery means, either.)

Then, to balance my card table stock of three kinds of water, I labeled the malted milk jars as I remembered malted milk balls tasting after forty miles of whooped trail in a dirty jacket pocket. We had your plain Malted Milk Balls, we had your Malted Milk Balls With Lint, and we had a jar of plain Lint in case a rider wanted to roll his own. Not having a vacuum cleaner of my own, because their whine could put my teeth on edge even if my upper plate was safely wrapped in wax paper in a Band-Aid can, I asked Gladys

White to save lint for me.

So here I am far, far, removed from my water stops at the Sandy Lane dual sports, and I get a letter from Glad; she writes: "Ed, I've got 37 and a half pounds of Lint that you asked me to save and I want it OUT of here!"

Such dedication.

So, if any of you readers has a boat on the Delaware river, and you have any use for lint, there's a river edge house with thirty garbage bags of the stuff piled along the seawall.

It's on the east bank, directly opposite the C & D Canal entrance. Tell her Ed sent you.

—Ed Hertfelder

including tip, pin-curl wave.

Do you know that the Garden State Parkway, running almost in earshot of the badly lit Trail Rider offices, originally DENIED ACCESS to motorcycles? It was AMA lawyers who successfully argued that the "safest highway in America" had fallen up to its toll booths into the never-never land of DIS-CRIMINATION.

Motorcycles can now use it, and it's STILL the safest road in the nation.

The July AMA Motorcyclist magazine ran a dual-sport story under my name, and I'd like to add to it here where I have more room to cross editorial center lines. Meaning I can exaggerate, a form of downright lying that I like to present with the hair side IN, with the hope it just might not be recognized.

Until I came to Arizona, to die from something other than falling on a statewide sheet of ice, it had been my pleasure to provide the water stops at the Sandy Lane dual-sport rides. In the beginning I simply passed out paper cups of water from the back of my van, which I had filled with plastic jugs saved by neighbors who had milk guzzling children. Later I added a folding table and labeled the water jugs Philadelphia Chlorine Cocktail, Haddonfield Pure, and Pennsauken Questionable.

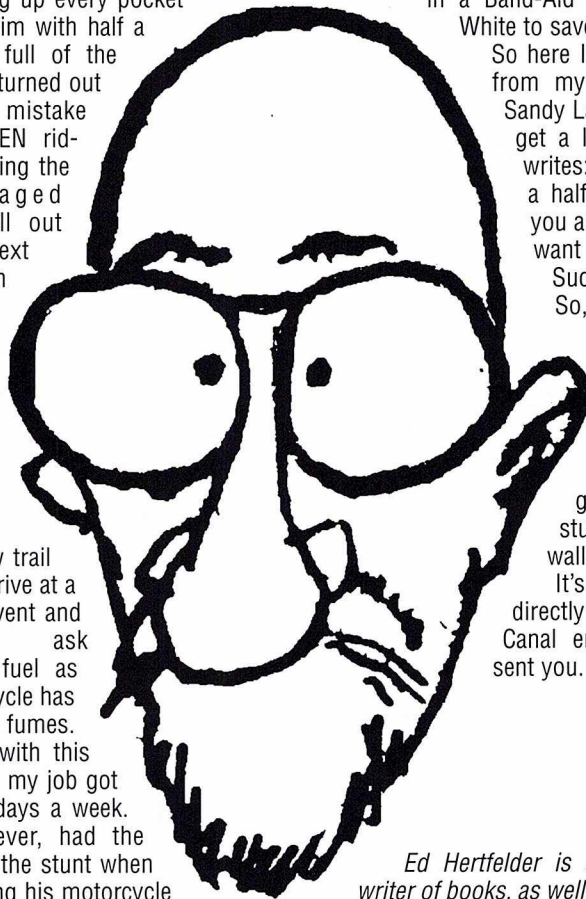
Regardless of how far out of their mouth their tongues were hanging, and some rode up spitting cotton, no rider ever touched the Philadelphia water.

Then I added a large can of chocolate covered malted milk balls—which you can buy really cheap after holidays—a marvelous

Baker loading up every pocket he had on him with half a pretzel can full of the things. This turned out to be a mistake because THEN riders were taking the pre-packaged treats to fill out their next week's lunch bags. Except for Baker, who usually tried for enough to fill out next MONTH'S lunch bags.

Quite a few trail riders will arrive at a scheduled event and immediately ask around for fuel as their motorcycle has a tank full of fumes. I got away with this myself when my job got cut to four days a week. Baker, however, had the balls to pull the stunt when he was pulling his motorcycle trailer with a Cadillac! I believe we're talking somewhere between XXL and bowling ball here.

So I ditched the big pretzel can and used



Ed Hertfelder is a teller of tales and writer of books, as well as author of the globally famous Duct Tapes stories. Like to have a list of Hertfelder columns from 1986? Ask nice with a S.A.S.E. to Ed's ranch at P.O.Box 17564, Tucson, AZ 85731. ↑



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